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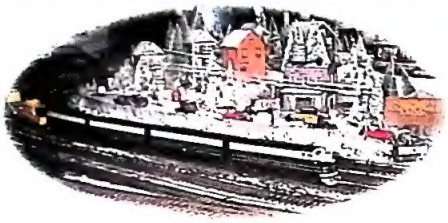

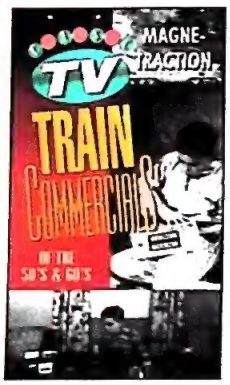

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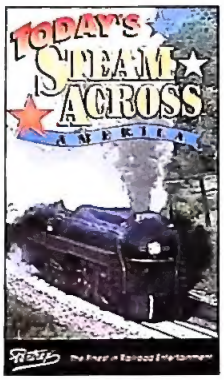

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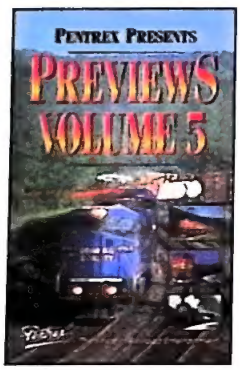

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MAG6

FUJI VELVIA. JAMIE MILLER

THE FINAL RUN of the California Northern on the old NWP was July 21, 1996. Three SD9s led the last train across the Petaluma draw. See RAILNEWS.

KODACHROME. BRUCE C. NELSON

SIX HELM SD40s have been leased by the expanding DM&E. Helm 6052 and 6054 led a drag near Volga, S.D., on June 17, 1996 (**right**). See RAILNEWS.

KODACHROME. PETE SWANSON

FINGER LAKES RAILWAY has purchased Mountain Laurel GP9 No.15. The unit was with GP9 1703 at Geneva, N.Y., on July 12, 1996 (**left**). See RAILNEWS.

A PAIR OF MK1500D's tested on the TRRA in St. Louis on August 8, 1996 (**below**). The units are destined for the Port Terminal in Texas. See RAILNEWS.

EKTACHROME. MARK MAUTNER

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From the Publisher's desk: In search of slide film

During recent travels I ran out of film and tried to pick some up at the local drug store. They had plenty of color print film but not a roll of slide film of any make. I tried again at some other stores, all of which had fancy point-of-purchase film displays and cheap one-shot cameras. But, again, there was no slide film. Checking the phone book I found a camera shop nearby and was able to replenish my supply of ASA 64, 24-exposure rolls in an unfamiliar-to-me package instead of my customary yellow box.

Just as the old black and white ortho films in postcard, 116 and 120 sizes gave way to 127 and 620 Super X panchromatic film, some of our most popular color slide films are becoming hard to find at other than well-stocked camera stores. You can get print film processed in an hour almost everywhere. But if you shoot slides, you have to load up on film before your trip.

Governmental regulations aimed at reducing pollution are partially to blame for the growing scarcity of Kodachrome (E-6 process films like Ektachrome and Fujichrome are relatively unaffected), but the average camera shooters (including many railfans) now prefer color print film over slides. It's easier to pass prints around than to lug out a projector, screen and a mess of slides, although slides are still the staple for entertainment at railroad club meetings. More critical shooters like the fact that what's on the slide is what they shot; the image isn't subject to the interpretation of a print machine operator at the camera store. It's no secret that color negative film has more exposure latitude than the best slide films (it's in the color print papers where the highlights, shadow details and sharpness are lost).

Some of the early color films (print and slide varieties) such as Anscocolor and Ektachrome tended to fade quickly, but the Kodachrome transparencies have held up remarkably well for 50 years and more when properly stored. Probably the biggest problem with slides and negatives today are greasy fingers and damp climates which subject them to mold.

We're all aware that 8mm and 16mm movie cinematographers have all but entirely switched to video camcorders. Video is easy, the sound is good, exposures are largely automatic, the cost is low and it's easy to duplicate. It is also getting simpler to edit at home with a multi-media personal computer. Despite all that, I still have a soft spot for 8mm and Super-8 movie film which I used for so many years, just as I gave up my Medalist and Speed Graphic for the ease of 35mm SLRs. One New York railfan had his refrigerator crammed with outdated 116 film which he used in a vintage Kodak folding camera for years. He was happy.

Technology changes. Filmless cameras with digital images captured on a computer chip are in their infancy but offer great promise for the future. Digital photos can be manipulated and enhanced (old time darkroom people called it retouching) to produce satisfactory 8×10 color prints of quality approaching 35mm black and white back in the early Leica days with grainy film.

I still enjoy slides, although I'd like to see a less costly and bulky slide tray system. When we all go digital, the problem of carousel trays will disappear as our slides and prints are transferred to CD's. Even those 50-year-old slides will be preserved for hundreds of years or more.

I think this is called progress.

RAILFAN & RAILROAD

NOVEMBER 1996/VOL.15 NO.11
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COVER

Caltrans and Amtrak teamed up to produce a real success story in passenger service, the Oakland-Bakersfield *San Joaquins*, with four daily trains in each direction. In March 1996 P32 2052 had the afternoon 715 westbound at Oakley (built as 501 in the Amtrak "Pepsi can" livery, the Caltrans-owned P32 was renumbered and repainted into the California colors). Steve Schmollinger looks at the operations of the *San Joaquin*, with a close look at the Stockton Sub, in his article beginning on page 34. Fuji Velvia by Steve Schmollinger.

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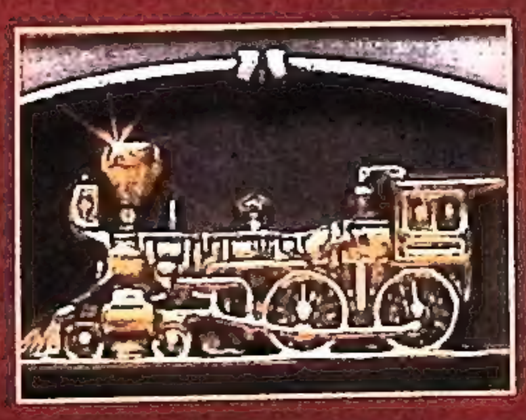

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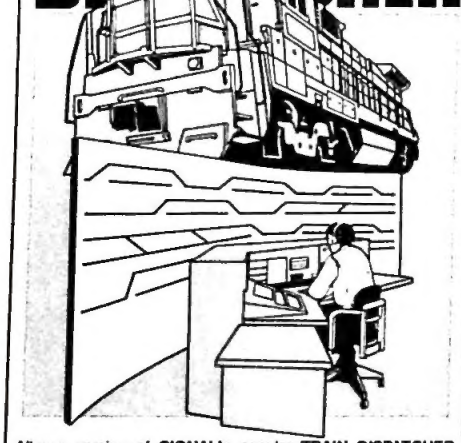

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RAILFANNING IS ... finding that the souvenir booth of the Santa Fe 4-8-4 3751 steam crew at the Riverside Festival is located at 3751 Santa Fe Avenue!

The booth was in the park across from the old Santa Fe depot during the 1996 Sunkist Orange Blossom Festival in Riverside, California. Engine 3751 was nearby on display (August 1996 R&R, page 18). The Depot is 3750 Santa Fe Ave; the park address is actually 3751.

JIM WOOD
Riverside, Calif.

A tale of a third Kanawha

About the news story in the September 1996 issue about C&O Kanawhas 2716 and 2700, at present there are goings-on with yet another C&O 2-8-4.

No.2755, on display at the Chief Logan State Park in Logan, West Virginia, since the early 1960s, recently received a cosmetic facelift by the folks from Steam Operations Corporation (SOC) of Birmingham, Alabama. The work was finished in July.

Incidentally, according to SOC's Bob Yuill and Scott Lindsay, the Fort Wayne Railroad Historical Society — operators of the 2716 — collaborated with SOC on the creation of stencilling used in the restoration of 2755.

That's an appropriate twist of fate, and a sort of devolution — both Yuill and Lindsay are veterans of the Norfolk Southern steam program. In fact, Yuill had worked on 2716 during its fantrip days as Southern 2716.

JACKSON MCQUIGG
Winston-Salem, N.C.

Fueling around

I'd like to correct and add to the Union Pacific fuel tender item in the September 1996 R&R. You are correct that six tenders were built: four for the Union Pacific and two for CSX. But they are not on loan to CSX as the story stated.

The UP tenders are numbered UPT5 through UPT8 (UPT 1 and 2 are the natural gas tenders and UPT3 and 4 numbers don't exist). The CSX tenders are numbered CSX 993369 and 993370. All six were originally UP tank cars. UPT5-8 are ex-UP 70116, 70104, 70160 and 70197. The CSX tenders are ex-UP 70077 and 70195.

Locomotives modified to run with the UP tenders are AC4400CW's 6840-6845 and Dash 8-40CW's 9387-9390. The 6840-45 are currently in fuel tender service, and the 9387-9390 have yet to be modified. Initial testing was done in conjunction with trains equipped for Distributed Power, but this has since changed to non-DP service. UPT7 is currently out of service in North Platte due to a lack of compatible locomotives. As of July 27, the mating was as follows: UP 6840/UPT5/6841, UP 6842/UPT6/6845 and UP 6843/UPT8/6844. CSX has had transfer equipment installed on CSX 600-602 (AC6000CW's) for use on tender trains. The CSX tenders are currently at Union Tank Car in Muscatine, Iowa, for paint and have yet to be delivered.

MIKE ROBERTS
Kansas City, Mo.

Beans and Britain

In the September ON THE MENU, Mr. Porterfield wonders if the beanery is still at Boston Bar, British Columbia. It isn't.

The article by Mike Walker on the privatization of British Rail is one of the best I've read on the subject. Ian Allen Publishing just released two books on the subject: *The Great British Railway Disaster* and *ABC National Railways: A Guide to the Privatized Railway*.

DAVID SHORE
Richmond, B.C.

The Bridges of Cape May County

The news item on page 36 of the September 1996 issue mentioned the rebirth of passenger service in Cape May County, and I wanted to add that the New Jersey Association of Railroad Passengers is responsible for Cape May Seashore Lines bridge repairs over the intracoastal waterway. Several of our officers lobbied NJDOT officials (via a special RDC trip) as well as commissioner Frank Wilson to get a $1.7 million piece of New Jersey's recently reauthorized transportation trust fund (a half-cent-per-gallon from the current gasoline tax). NJ Transit is planning a ceremony, which was to be during August but has been delayed, to highlight the ground-breaking.

AL PAPP, director
N.J. Association of Railroad Passengers
Millington, N.J.

"Farewell Old Shawmut"

The cover picture on the September R&R caught my eye very quickly. It was taken at Pawnee, Pa., just two miles or so north from where I was born (in 1931) and raised. I lived very close to the railroad at a place called "Colon" at a junction point where tracks went over my grandfather's farm to Ramsaytown and the coal mines. His wife managed a boarding house just north of the Brookville Bridge, very close to the tracks where the freight building stood. In later years it became "Hattens Farm Supply".

The "Shawmut" has been my number one railroad, and my first railfan photo was a Baldwin 2-8-0 returning to Brookville about 1945 at "Tate Cut," just north of Knoxdale Tunnel. I still return to Brookville several times a year.

DEAN L. MARTZ
Jamestown, N.Y.

Shawmut details

I have a couple of minor corrections and notes to add to Kurt Reisweber's Shawmut article. The only clear-cut mistake is the map reference to all Mountain Laurel lines as ex-PRR. The Brookville (Rose) to Piney (through Reidsburg) portion is ex-NYC.

Other items in the map deserve comment. The inset within the state ought to be twice as high and wide, as Driftwood is a long way from Pittsburgh. The RJ Corman line shown from Curwensville to C&M Junction is out of service and physically severed at a road crossing just east of C&M. The line through Marion Center to Shelocta (and Indiana, Pa.) isn't operated by B&P. Conrail

coal trains to Shelocta have used this line, but I understand that ownership remains with CSX. These coal trains, which originated on the former Monongahela, then traversed CR to Freeport, P&S to West Mosgrove, B&P to Punxatawny and then down to Shelocta, evidenced the decline in the regional coal industry as they brought coal into old mining areas, passing numerous abandoned mines and loaders.

Also, since Kurt mentioned the Route 28-66 highway bridge on page 59, I ought to note that while the bridge was rebuilt in the 1970s, it was still restricted to downhill traffic before it was completely replaced in the early 1980s. During the restriction, uphill traffic was forced to use a temporary diversion down to a grade crossing before climbing the hill. I recall this arrangement from a trip to a Pirates baseball game in 1980.

Also, B&P 2000 (in my photo) is indeed one of the six units now calling Brookville home. One thing I noticed on my first visit to the shops after the changeover is that it even sounded different (turbocharged 645s versus normally-aspiration 567s).

NICHOLAS J. D'AMORE
St. Marys, Pa.

Shawmut history

I enjoyed the article on the Pittsburg & Shawmut by Kurt Reisweber very much. We in the Pittsburg, Shawmut & Northern Historical Society are involved with both of these roads and, for the past 16 years, have published *"The Cannonball"* five times each year, covering both roads. I'm always glad to see anything about the P&S in print.

Of interest to Shawmut fans everywhere is the permanent display of PS&N passenger coach No.178, formerly coach No.104 of the Lackawanna & Pittsburg Railroad and the new addition Car No.99 *The Clara*, formerly owned by Frank Sullivan Smith, who was both president and receiver of the Shawmut. This car has been resting at Brentwood Camp, just outside of Angelica, N.Y., for the past 72 years, and in April 1996 it was donated to the Allegany County Fair board with the PS&NRRHS being responsible for its restoration. The car originally belonged to the Chicago & Alton as business car No.502 and came to the Shawmut back in 1906. In 1924 it went to the YMCA camp and has been on the same location ever since that date.

WILLIAM L. REDDY
Castile, N.Y.

Preserving the Shawmut

Kurt Reisweber's September coverage of the Pittsburg & Shawmut was excellent — but it did leave a few questions unanswered for us since having P&S caboose 165 join the Northern Ohio Railway Museum in 1981 and having cosmetically restored it over the next two summers.

Sadly, idle children's hands crossed with gasoline and matches, gutting the car — luckily the boys were caught and prosecuted, and 165 is slowly being rebuilt by its owner. What we need are good in-service photos of 165 (or any of its wooden sisters) and any interior views; even plans would be of great help. We'll send back any photos you want returned — thanks in advance. Please remit to John Kostelnik, 4039 Sacramento Blvd., Medina, OH 44256-7661.

For more information about what will soon become Ohio's largest railway museum (we have over 70 pieces of rail equipment on the property now) please write to Northern Ohio Railway Museum (NORM), P.O. Box 458, Chippawa Lake, OH 44215-0458, or call Blaine Hays at 216/886-4698 or Bob Thompson at 216/234-3483.

Oh, How many cabooses were on the P&S all-time roster?

JOHN KOSTELNIK
Medina, Ohio

Conventional gratitude

As an addition to the NRHS Convention story in the September issue, I think there should be three more heroes mentioned in addition to those stated.

These heroes are the organizations that accepted the challenge to be a host for an alternate activity to the cancelled CSX excursions on very short notice. Without the acceptance of being a host to an activity, there very well may have been two days without any activities.

These organizations are the East Carolina Chapter NRHS, operator of the New Hope Valley Railway at Bonsal, N.C.; Lancaster & Chester Railway at Lancaster, S.C., and the South Carolina Railroad Museum, which operates the Rockton, Rion & Western at Rockton.

It is a true indication of the spirit of the railroad enthusiast community that these groups could help the Piedmont-Carolinas Chapter and be ready on such short notice to be a part of a smooth running NRHS Convention.

GRAY LACKEY
Bonsal, N.C.

TIMETABLE

RAILFAN EVENTS

NEW YORK, NEW YORK, through October 19. "Trains and Chocolate" photo exhibition at the Manhattan shop of Richart, makers of world-famous chocolate, 7 East 55th Street, weekdays 10-7, Saturdays 10-6. Exhibition features the railroad photography of Joe Greenstein.

CHESAPEAKE RAILROAD, P.O. Box 586, Ridgely, MD 21660 will operate fall foliage excursions every Saturday and Sunday in October. Trips depart Ridgely, Maryland, hourly from 12pm-3pm. Call 410/482-2330 for more information.

RINGOES, NEW JERSEY, October 6. "1523 Painter's Express" on the Black River & Western Railroad sponsored by United Railroad Historical Society of New Jersey. Ride the entire line between Three Bridges and Lambertville behind ex-CNJ GP7 1523. Proceeds will benefit painting locomotive into original CNJ green and gold. Trip departs Ringoes 10am. Tickets $10 from URHS, c/o Frank Etzel, P.O. Box 502, Highland Lakes, NJ 07422.

WHITE PIGEON, MICHIGAN, October 6. Fall Colors Special sponsored by Heartland Railway Museum from White Pigeon to Sturgis, Michigan. Trip will be powered by Little River RR No.110, "The World's Smallest Standard Gauge Pacific." Photo stops included. Tickets $33 adults, $25 ages 3-11 or 65+ from 3 Rivers RR Heritage Council, P.O. Box 12828, Fort Wayne, IN 46866; 219-426-RAIL after 4pm.

TENNESSEE CENTRAL RAILWAY MUSEUM, 709 North Lake Circle, Brentwood, TN 37027-7844 (615/781-0262) will sponsor the following excursions. Both trips operate each day. Reservations are required.

October 12 and October 19, Nashville to Watertown, 90 miles round trip, dome seating available, $24-$49.

October 12 and October 19, Columbia to Lawrenceville, co-sponsored by Tennessee Southern Railroad, 72 miles round trip, adults $25 children under 12 $15.

TENNESSEE VALLEY RAILROAD MUSEUM, 4119 Cromwell Road, Chattanooga, TN 37421 (423/894-8028) is sponsoring the following round-trip "Dixie Land Specials" into northwest Georgia powered by 2-8-0 610, 2-8-2 4501, GP7 1829 or E8 6914. Ticket prices shown are coach and include dinner in the diner. Pullman seating or office car charter available at higher cost.

October 5, Chattanooga to LaFayette, double-headed steam with runbys, $54. John Craft night photo session, $10.

October 12, 19, 26, 27 and November 2, 9, Chattanooga to Trion, $54. Southern 4501 is scheduled for these trips.

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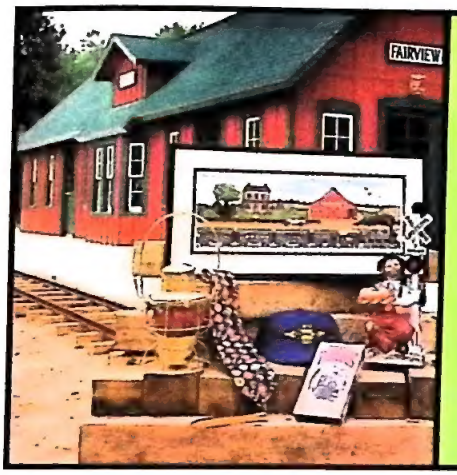

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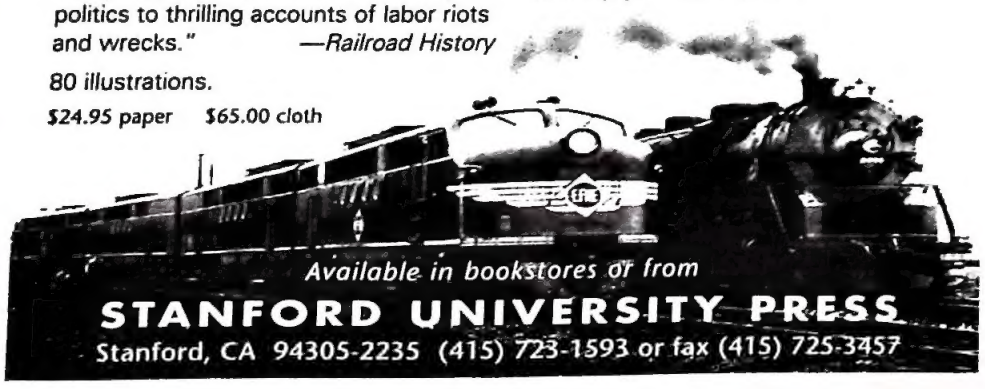

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WILLIAMS, ARIZONA, October 4-6. Grand Canyon Chapter NRHS Railfan Weekend on the Grand Canyon Railway. Friday banquet, Saturday trip behind ex-CB&Q 4960 and night photo session, Sunday shop tour and field trip. Information and ticket order form: Grand Canyon Chapter NRHS, P.O. Box 391, Williams, AZ 86046; 520/635-1301.

BOSTON, MASSACHUSETTS, October 5. Fall Foliage Excursion from Boston to Albany, N.Y., through the Berkshire Mountains. Side trip options include scenic Hudson River cruise. Contact: Mass. Bay Railroad Enthusiasts, P.O. Box 8136, Ward Hill, MA 01835; 617/489-5277.

ROMNEY, WEST VIRGINIA, October 5. Potomac Eagle "Railfan Special" departs 9am for full day of runbys along the South Branch of Potomac River. Adults $35, seniors $30, ages 3-12 $15, club car $70. Contact: Potomac Eagle, 2306 35th Street, Parkersburg, WV 26104-2242; 800-22-EAGLE.

RHINELANDER, WISCONSIN, October 5-6. Inaugural run of Soo Line 2-8-2 1003 in conjunction with the Soo Line Historical & Technical Society convention, sponsored by the City of Rhinelander Rail Museum. Saturday morning trip from Rhinelander to Prentice, departs 8am, fare $45. Saturday afternoon trip from Rhinelander to Argonne Junction, departs 2pm, fare $30. Sunday trip Rhinelander to Ladysmith, departs 8am, fare $75 includes lunch. Tickets/information: City of Rhinelander - Rail Excursion, 4258 Pollyanna Lane, Rhinelander, WI 54501; 715/369-2606 or 715/282-5958.

PRR SESQUICENTENNIAL CELEBRATION to include a series of events around Pennsylvania to honor the 150th birthday of the PRR. Activities are administered by the Pennsylvania Historical & Museum Commission. Contact event organizers for detailed information.

October 5-6, Altoona, Pa. Altoona Railfest '96 sponsored by the Altoona Railroaders Memorial Museum, themed "150 Years of Rail Heritage" See listing below.

October 11-13, Strasburg, Pa. PRR History Symposium at the Railroad Museum of Pennsylvania. Sponsored by the PH&MC, preregistration required. Contact: 717/687-8628.

November-December, Harrisburg, Pa. Scale model of Lincoln's Funeral Train exhibit sponsored by the Historical Society of Dauphin County. Contact: 717/233-3462.

ALTOONA, PENNSYLVANIA, October 5-6. Altoona Railfest '96 at the Railroaders Memorial Museum, 9am-5pm. Talk with past and present railroaders, latest cars and locomotives on display. Rail trip around Horseshoe Curve available. Railfest tickets $10 adults, $4 children. Rail trip prices to be announced. Information: Railroaders Memorial Museum, 1300 Ninth Avenue, Building A, Altoona, PA 16602; 814/946-0834.

OHIO CENTRAL RAILROAD, P.O. Box 427, Sugarcreek, OH 44681 will sponsor the following extra trains. All are round trips. Reservations are required at 330/852-4676.

October 6, "Fall Foliage Excursion", Newark to Dennison, steam one way. Adults $35, children $33 includes lunch. **October 12,** "Doubleheaded Steam" from Sugarcreek. Adults $12, kids $7. **October 13,** "Fall Foliage Excursion", Dennison to Gould Tunnel, steam one way. Adults $25, children $22.

ROANOKE, VIRGINIA, October 11-13. The 1996 Roanoke Railway Festival will be held at the Virginia Museum of Transportation. Friday evening feature is the Kemper Dobbins Transportation Art Exposition. Saturday features Western Virginia Railfair, photography exhibition, symposium, bus tours, hobo jungle, Buckingham Lining Bar Gang, more. Norfolk & Western Family Reunion Picnic on Sunday. Admission required for all events. Information: 540/342-5670.

BOSTON, MASSACHUSETTS, October 11-14. Steamtown Trek from South Station via rail to Scranton, Pa., via motor coach connection. Visit Steamtown NHS and other select tourist railroads. Fare $325 per person double occupancy, all-inclusive. For tickets or details contact: Mystic Valley Railway Society, Box 486, Hyde Park, MA 02136-0486; 617/361-4445.

YARDLEY, PENNSYLVANIA, October 12. Bus trip to Honesdale, Pa., sponsored by Delaware Valley Chapter NRHS to ride Stourbridge Line with BL2, visit Zane Grey Museum, Roebling Bridge. Trip departs 6:30am. Fare $30, under 12 $24. For

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NEW LIGHT RAIL PROJECTS are popping out all over. RTA's Waterfront Line made its debut in Cleveland on July 10, 1996, serving lakeside attractions with modern stations (**top**). In Texas, Dallas Area Rapid Transit started service on June 14, 1996, with 40 six-axle articulated light rail cars that run in pairs. The line follows the Union Pacific into downtown, passing near the Amtrak station and Dealey Plaza (**above**). In New Jersey Raytheon received a $1.26 billion award to build and operate the Hudson-Bergen Light Rail System. The line will serve Hoboken (**below**). See TRANSIT CURRENTS.

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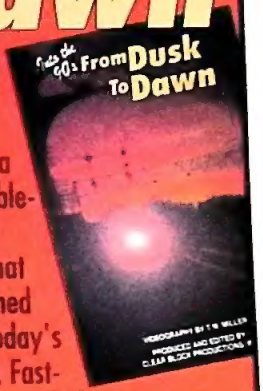
From Dusk To Dawn



Contemporary railroading is showcased under a variety of "available-light" conditions, demonstrating what can be accomplished after dark with today's video equipment. Fast-paced action in snow, lightning storms, and fog highlight this video, which includes a handy pamphlet of "After Dark Shooting Tips". Railroads featured include Conrail, CSX, ATSF, Amtrak, Norfolk Southern, Burlington Northern, Grand Trunk, and Soo Line.

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This is the second book by this author, which compliments and adds much additional material to his New York Central's Great Steel Fleet of last fall. A must have for the NYC enthusiast and passenger train buffs!

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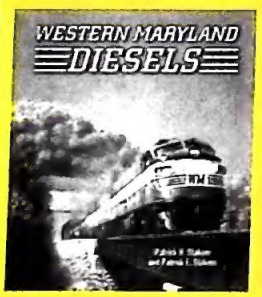
Western Maryland Diesel Locomotives



by Patrick H. and Patrick E. Stakem
Hardbound, 128 Pages, Over 200 illustrations, Maps and Diagrams in B&W and color.

Complete roster data, official diagrams and background material about the development of the Western Maryland's fleet, and its use on this very popular and interesting line. WM had FAs, BL2s, as well as the more common units and paint schemes from the elegant and well respected "fireball" to the three-color "Circus" scheme on into the Chessie System paint. An excellent book for the WM fan and diesel fans.

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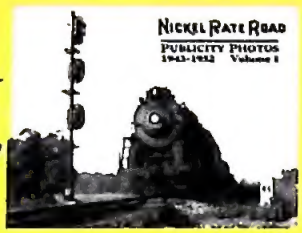

This new photo book by John Corns features over 150 of the best b/w photos taken for the railroad's publicity department by commercial photographers and later by NKP's own photographers.

Wonderful photos of steam and diesel, passenger and freight trains, cars, facilities, depots, shops and people. A large horizontal format photo book with an interesting introduction telling the story of the NKP and its early photographers. This book is printed in beautiful duotone for the best effect.

Each photo is fully identified with a caption in this lush book of some of the best black and white photos on this important and very popular railroad. An added bonus are the full color covers from this same era!

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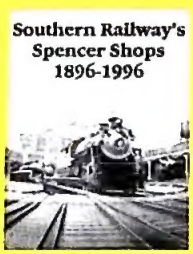
Southern Railway's Spencer Shops, 1896-1996



by Duane Gallaway and Jim Wrinn
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Southern's huge shop facility at Spencer, North Carolina, celebrates its 100th anniversary this year. It currently houses the North Carolina Museum of Transportation which is restoring many of the buildings to house historic railroad rolling stock and motive power.

This is the interesting story of the shops, the people, and the equipment they kept on the road to power the Southern Railway's great passenger and freight trains.

The authors tells an interesting story woven around the lives of the shop workers, and the work of a facility as technology changed, right down to it's closure and rebirth as a museum.

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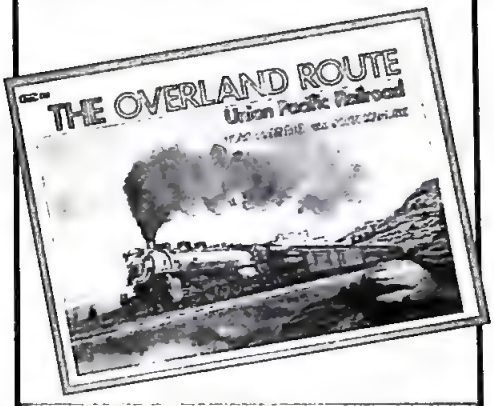

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RAILROAD AVENUE ENTERPRISES

information/tickets: Delaware Valley Chapter NRHS, c/o Tom Hychalk, 337 Stockham Avenue, Morrisville, PA 19067.

ORBISONIA, PENNSYLVANIA, October 12-13. East Broad Top Railroad Fall Spectacular with narrow gauge steam-powered passenger and freight trains, gas-electric car operations and shop tours. Trolley operations at adjacent Rockhill Trolley Museum. Information: 814/447-3011.

ELIZABETHTON, TENNESSEE, October 12-13. Autumn Leaf Specials on ex-East Tennessee & Western North Carolina to Johnson City. Fare $17 coach, $36 dining car. Information from Watauga Valley Chapter NRHS, P.O Box 432, Johnson City, TN 37605-0432; 615/753-5797.

TRAINS UNLIMITED TOURS, P.O. Box 1997, Portola, CA 96122 (916/836-1745, Fax 916/836-1748) is sponsoring the McCloud Spectacular, October 12-13, steam and diesel charter on the McCloud River Railroad.

HOBOKEN, NEW JERSEY, October 12-13, 19-20 and 26-27. Restored C&O 4-8-4 614 to pull fall foliage excursions to Port Jervis, N.Y., each day to support the proposed N.J. Rail and Transportation Museum. Photo runbys, a country festival and restored Erie turntable will be at Port Jervis. Coach $59, kids under 12 $40, parlor cars $200. Contact: Iron Horse Enterprises, One Railroad Ave., Lebanon, NJ 08833; 908/236-2200.

HAGERSTOWN, MARYLAND, October 12-13 and 26-27. Rare mileage trips tentatively planned on the former Western Maryland using MARC equipment. Possible destinations include Cumberland, Md., or Washington, D.C., via Williamsport Hill and Cherry Run, W.Va. Trips subject to CSX approval. Information from Hagerstown Roundhouse Museum, Box 2858, Hagerstown, MD 21741; 301/739-4665.

20TH CENTURY RAILROAD CLUB, 329 W. 18th Street, Suite 902, Chicago, IL 60616 (312/829-4500) invites the public to join them on their 25th Anniversary year trips.

October 17-23, motorcoach tour from Chicago to tourist railroads in Indiana, Kentucky, Tennessee, North Carolina.

November 5-9, motorcoach tour from Chicago to Branson, Mo. Ride Branson Scenic Railway, White River Eagle.

December 7-8, Chicago to Fort Madison, Iowa, via the *Southwest Chief.*

December 27-January 1, Chicago to Washington, D.C., and Williamsburg, Va., via Amtrak.

CARSON CITY, NEVADA, October 18-20. 26th Annual V&T Railroad History Symposium sponsored by the Nevada State Railroad Museum and the Friends of the Nevada State Railroad Museum at the Nugget. The focus of this year's symposium will be motor cars. Papers presented Friday and Saturday, Friday evening reception, Saturday evening banquet, steam operations Saturday and Sunday. Registration forms from the Nevada State Railroad Museum, Capital Complex, Carson City, NV 89710; 702/687-6953.

GALLUP, NEW MEXICO, October 18-22. "Silver Rails and the Silver Screen: An Era Revisited" is the theme for the 4th Annual Gallup Film Festival. Friday night reception and movies, films Saturday through Tuesday, student workshops Monday and Tuesday. Movies include *Jesse James, High Noon, Emperor of the North, The Train, Silver Streak* and more. Information from Gallup Film Festival, P.O. Box 600, Gallup, NM 87305; 800/242-4282 or 505/863-3841.

ROCKFORD, ILLINOIS, October 19. Midwest Railfest sponsored by the North Western Illinois Chapter NRHS and Rock Valley College. Slide shows and railroadiana sale from 11am-9pm. Scheduled presenters include Mr. Schafer and Mike Blaszak. Admission $6. Tickets/information from NWI Chapter, P.O. Box 5632, Rockford, IL 61125. 815/654-2087.

BOSTON, MASSACHUSETTS, October 19. Berkshire Limited chartered Amtrak autumn leaf excursion from South Station (also boarding at Framingham and Worcester) to Pittsfield. Trip departs 8.30am, returns 8pm. Fare (includes buffet lunch) is $55 adults and $40 children ages 5-16. Tickets or information from Mystic Valley Railway Society, P.O. Box 486, Hyde Park, PA 02136-0486; 617/361-4445.

NORTH CONWAY, NEW HAMPSHIRE, October 19. 22nd Annual Railfan's Day on Conway Scenic Railroad. Steam, historic diesels, freight and mixed trains between Conway and Sawyers River, model railroad, displays. Special trip to Fabyans over Crawford Notch Line with photo runbys. All day pass Conway-Bartlett $31.95, children $15.95. All day pass Conway-Fabyans $46.95, children $23.95. Information: Conway Scenic Railroad, P.O. Box 1947, North Conway, NH 03860-1947. 603/356-5251.

HARRISBURG, PENNSYLVANIA, October 19. Chartered Amtrak excursion from Harrisburg, Lancaster and Philadelphia to Manassas, Virginia. Fare $82 includes optional activities in Manassas. Lancaster Chapter NRHS, 72 Stuart Run Road, Quarryville, PA 17566; 717/786-4932 or 717/299-6405.

ST. LOUIS, MISSOURI, October 19-20. Land of Lincoln Limited rare mileage excursions from St. Louis to South Pekin and Springfield on ex-C&NW using UP E9s and trainset. Vista dome seating available. Complete trip $129 coach, $184 dome. Partial trip tickets available.Information: St. Louis Chapter NRHS, 11221 Manchester Road, Suite 321, St. Louis, MO 63122; 314/544-8849.

PACIFIC RAILROAD SOCIETY will operate a "Autumn in the Ozarks" tour from Los Angeles, Calif., to Branson, Mo., October 21-November 4. Private car to Kansas City via Amtrak, UP excursion train with 844 and E9s to Branson. Cost from $2000 to $2945. Information: Pacific Railroad Society, c/o B.L. Sibert, 777 East Valley Blvd. #70, Alhambra, CA 91801; 818/570-8651 or 213/283-0087.

UNION PACIFIC EXCURSIONS IN THE OZARKS will operate on the following dates. Motive power will be UP 4-8-4 844 except where noted. For details, contact: Pacific Limited, P.O. Box 27081, Salt Lake City, UT 84127-0081; 801/355-5871; Fax 801/355-8023.

October 22 Council Bluffs, Iowa, to St. Louis, Missouri, *deadhead move.* **October 23** layover in St. Louis. **October 24** St. Louis to Poplar Bluff one way. **October 25** Poplar Bluff to Little Rock, Arkansas. **October 26** Little Rock to Russelville with E9s. **October 27** Little Rock to Bald Knob. **October 28** Display for UP employees at Jenks Shops. **October 29** Little Rock to Branson, Missouri, via Missouri & North Arkansas with E9s, 844 w/ freight heads home via Van Buren. **October 30-31** layover in Branson. **November 1** Branson to Kansas City with E9s.

SCRANTON, PENNSYLVANIA, October 25-27. Anthracite Railroads Historical Society and Erie-Lackawanna Historical Society joint convention. Rail excursions, seminars and tours. Information: Convention, c/o ARHS, P.O. Box 519, Lansdale, PA 19446-0519.

WELLSBORO, PENNSYLVANIA, October 26-27. "Wellsboro Rail Days" on the Tioga Central with six excursions over the Wellsboro & Corning. One trip will cover all the trackage to Gang Mills, NY. Alco power on mixed trains with runbys, also

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PHILADELPHIA, PENNSYLVANIA, November 24. PCC streetcar charter covering all of SEPTA's Route 23, the longest streetcar line in North America. Departs Germantown carbarn at 10am, fare $25. Tickets/information: Wilmington Chapter NRHS, c/o Steve Barry, P.O. Box 226, Newton, NJ 07860; 201/300-9246.

WINNSBORO (ROCKTON), SOUTH CAROLINA, November 30, December 1 and 7. Train rides with Santa Claus at the South Carolina Railroad Museum. Trains run from 9:30am to 3:30pm. Details from SCRM, P.O. Box 7246, Columbia, SC 29202-7246; 800/968-5909, 704/393-0335 or 803/957-7122.

WILMINGTON (GREENBANK), DELAWARE, December 7. Night photo mixed train over the Wilmington & Western using ex-Mississippi Central 4-4-0 No.98. Photo opportunities at multiple locations, lighting by Steve Barry. Trip departs 6pm. Tickets $35 from Tom Gears, 2720 Newport Gap Pike, Wilmington, DE 19808; information phone 302/892-2473; E-mail tgears@dca.net.

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October 12-13 East Hartford, Conn., Aero Center.
October 26-27 Upper Marlboro, Md., Show Place Arena.
November 2-3 Edison, N.J., Convention & Expo Center.
November 9-10 Pennsauken, N.J., South Jersey Expo Center.
November 16-17 Monroeville, Pa., Pittsburgh Expo Mart.
November 23-24 Wilmington, Mass., Shriners Auditorium.
November 23-24 Novi, Mich., Expo Center ($6 adults).
November 30-December 1 West Springfield, Mass., Eastern States Expo Hall.

BOURNE, MASSACHUSETTS, October 12. Cape Cod Chapter NRHS Annual Railroad & Model Train Show at the Upper Cape Cod Regional Vocational Technical School on Route 6, 10am-4pm Admission $2 adults, $1 seniors (over 62) and children (6-15), $5 family maximum Information Paul Eagan, 196 Court St., Plymouth, MA 02360, 508/746-6558.

FORT WORTH, TEXAS, October 12-13. Lockheed Martin 14th Annual Railroad Show at the Lockheed Martin Recreation Association, 3400 Bryant Irvin Road, 10am-5pm Saturday, 11am-5pm Sunday. Admission $5, under 12 free. Information: Robert Bray, 1820 Spruce Lane, Benbrook, TX 76126; 817/249-4965 (6-10pm CST).

SPOKANE, WASHINGTON, October 13. Spokane Model Railroaders / Inland Empire Railway Historical Society Swap Meet and Show at Spokane Community College "Lair," East Mission and North Greene, 10am-4pm. Admission $2, under 12 free with adult. Information: Jerry Fey, 2804 East 25th, Spokane, WA 99223; 509/535-7186

CAPAC, MICHIGAN, October 13. Capac Community Historical Society 2nd Annual Fall Railroad Swap & Shop Meet at Capac High School, North Glassford, 10:30am-4pm.+ Admission $2. Information 810/395-4966.

ST. LOUIS, MISSOURI, October 19. Railroad Swap Meet at Greensfelder Recreation Complex, Queeny Park, 550 Weldman Road sponsored by McDonnell Douglas Railroad Club, 10am-3pm. Admission $2, under 12 free. Information: Wayne Schimmel, Rt. 1 Box 512, Winfield, MO 63389-9801; 314/668-6451 after 6.30pm CDT.

PHOENIX, ARIZONA, October 19.Everything Railroad swap meet sponsored by Sahuaro Central Heritage Preservation Society at the Postal Letter Carriers Union Hall, 3720 West Greenway Road, 9am-1pm. Admission $3. Information: Harold Shelton, 2337 W. Stella Lane, Phoenix, AZ 85015; 602/242-0751.

NEW WINDSOR (NEWBURGH), NEW YORK, October 19. Train show at St. Joseph's School, 148 Windsor Highway, 9:30am-4pm. Admission $3. Information: Barney Prisco, RD #7 Box 226, Middletown, NY 10940; 914/386-5146.

OTTAWA, ONTARIO, October 19-20. Railfair 96 sponsored by the Ottawa Valley Associated Railroaders and the British Railway Modelers of North America at Algonquin College, Woodroffe Campus, Saturday 11:30am-5:30pm, Sunday 10am-5pm. Admission $5, teens/seniors $3, children 5-12 $1. Contact: D.H. Venables, 6 Trevor Crescent, Nepean, Ontario, Canada K2H 6H8; 613/829-1377.

LONDON, ONTARIO, October 26. Forest City Railway Society's 1st Annual Fall Slide Trade & Sale Day at Fanshawe College, Room B1071, 1460 Oxford Street East, 11am-5pm. Admission

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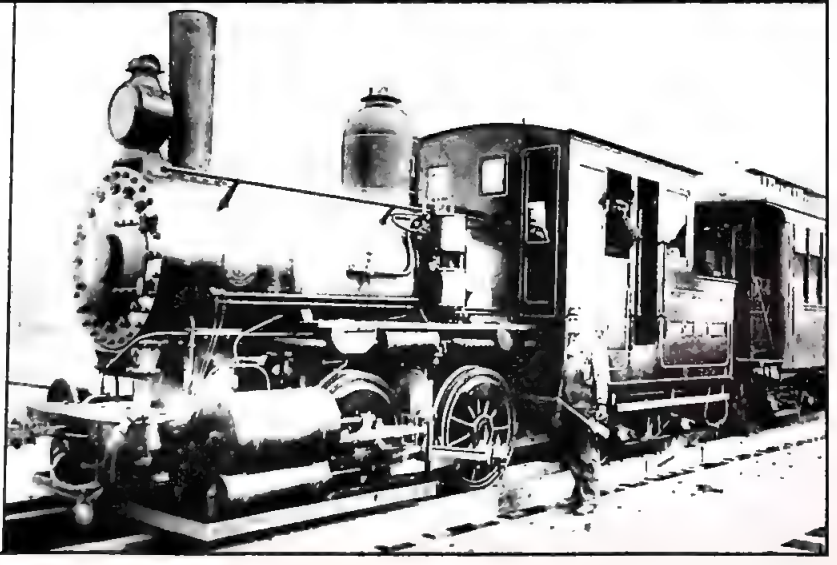

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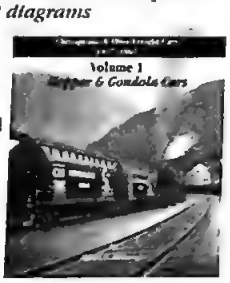

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CAMBRIDGE, MARYLAND, October 26. Train & Toy Meet at Sailwinds Park, 9am-2pm. Admission $4, children under 12 free with adult. Information: Scott Freeman, P.O. Box 355, East New Market, MD 21631; 410/943-1074

INDIANAPOLIS, INDIANA, October 26. 16th Annual Crossroads of America Railroadiana Show and Sale at Indiana National Guard Armory, 1500 S. Holt Road, Exit 77 I-70 West, 9am-3pm. Admission $3, children free. Information: Larry Woodard, 5447 University Avenue, Indianapolis, IN 46219; 317/353-8545.

DEARBORN, MICHIGAN, October 27. Trainorama '97 sponsored by the Redford Model Railroad Club at the Dearborn Civic Center, 15801 Michigan Avenue at Greenfield, 10am-4pm Admission $4, under 12 free with adult. Information: Steve Johnson, P.O. Box 40225, Redford, MI 48240; 313/565-1027.

LANCASTER, PENNSYLVANIA, October 27. Lancaster/ Strasburg Train & Toy Show at the Lancaster Host Resort, Route 30 (across from Dutch Wonderland), 9am-2pm. Admission $3, under 12 free. Information: Bill Siegler, 1749 Hemlock Road, Lancaster, PA 17603; 717/392-5515.

GAITHERSBURG, MARYLAND, November 3. 19th Annual Gaithersburg Railroad and Transportation Artifacts Show & Sale at the Montgomery County Fairgrounds, 10am-5pm. Admission $5, children under 12 free. Contact: C.W. Miller, 3106 North Rochester, Arlington, VA 22213; 703/536-2954.

NORTH HAVEN, CONNECTICUT, November 8-9. New Haven Railroad Historical & Technical Association Train Show at the Holiday Inn, Route 5, Exit 12 off I-91, Friday 7pm-?, Saturday 9am-3:30pm. Admission $3 adult, $5 family. Information: John Kasey, 252 Nichols Avenue, Stratford, CT 06497; 203/378-0373 evenings.

FORT WORTH, TEXAS, November 9-10. Holiday Train Show at the Will Rogers Memorial Center, 1 Amon Carter Square, 10am-5pm. Admission $5, children under 12 free. Information: Russ Covitt, 5560 Rice Drive, The Colony, TX 75056; 214/625-4012.

WESTPORT, CONNECTICUT, November 10. Southern Connecticut Model Train and Railroad Artifact Show and Sale at Staples High School Field House, 70 North Avenue, 9am-4pm. Admission $5 adults, under 12 free. Information: Ross Rosenberg, P.O. Box 714, Harrison, NY 10528; 914/967-7541.

STROUDSBURG, PENNSYLVANIA, November 16. Fall Pocono Train Show sponsored by Pocono Mountains Chapter NRHS at Stroudsburg High School, 1100 West Main Street, Exit 48 off I-80, 9am-2pm. Admission $3.50 adults, children under 12 free. Information: John Lutz, Train Show Chairman, P.O. Box 293, Cresco, PA 18326-0293.

KENT, WASHINGTON, November 16. Boeing Employees Model Railroad Club Annual Swap Meet at Kent Commons, 525 4th Avenue, 10am-4pm. Admission $3, under 12 free with adult. Information: Ed Sherry 22006 12th Avenue S., Des Moines, WA 98198; 206/878-5968

WESTPORT, MASSACHUSETTS, November 17. Rail-a-Rama XXII sponsored by Mystic Valley Railway Society at White's Hospitality Center, Routes 24 and 195 exit 9 to Route 6, 10am-4pm. Admission $2 adults, $1 children 5-12, under 5 free. Information Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486, 617/351-4445

PARSIPPANY, NEW JERSEY, November 17 Tri-State Railway Historical Society Train Show at the Parsippany P.A.L., 33 Baldwin Road (just off Route 46), 9am-3pm Admission $4 adults, $3 children and seniors, $6 family Information. Tri-State Railway Historical Society, P.O. Box 1217, Morristown, NJ 07962-1217; 201/488-5429

HAMBURG, NEW YORK, November 23-24. Western New York Railway Historical Society Train and Toy Show and Sale at the Erie Fairgrounds Agricenter, 10am-5pm. Admission $5, children $3. Information: WNYRHS, Box 502, Tonowanda, NY 14151-0502, phone Joe Kocsis at 716/693-8512.

DODGE CITY, KANSAS, November 23-24. Boot Hill Model RailRoaders Annual Train Show and Swap Meet at the Ford County 4-H Building, Ford County Fairgrounds, Saturday 10:30am-6:30pm, Sunday 10am-4pm. Admission $3, under 10 free with adult. Information: Dale Sutton, 804 13th Street, Dodge City, KS 67801; 316/225-4348.

PEORIA, ILLINOIS, November 24. Peoria Train Fair sponsored by Illinois Valley and River City Railroad Clubs at Illinois Central College, Routes 116 and 24, 11am-3pm. Admission $2, under 13 free. Information: Bob Lehman, 21 West Rutledge, Bartonville, IL 61607; 309/697-3012.

CHESHIRE, CONNECTICUT, November 24. Cheshire High School Marching Ram Band Train Show at Cheshire High School, Route 10, 10am-4pm. Admission $4, children under 10 free. Information: Tom Kolulski, 54 Old Lane Road, Wallingford, CT 06492; 203/265-7527.

CEDAR RAPIDS, IOWA, November 30. Troop 85 B.S.A. Fund Raiser First Annual Train Show and Swap Meet, Machinist Union Hall, 222 Prospect Place S.W., 9am-3pm. Admission $3, children 12 and under free with adult. Information: Mikel Beaty, 1700 A Avenue N.E., Cedar Rapids, IA 52402-5416; 319/363-6090.

STAFFORD, VIRGINIA, November 30-December 1. "Trains at Christmas" sponsored by Rappahannock Chapter NRHS at Stafford High School, 10am-6pm. Admission $3, ages 6-11 $1, under 6 free. Information: Jeff Jones, 3468 Vassar Drive, King George, VA 22485; 540/775-2348.

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CAMERA BAG

by JIM BOYD

Wait for the Weather

It's all Paul Schneider's fault. As we were wrapping up the September issue during the last couple of weeks in July, we learned that the Southern Railroad of New Jersey would be running their back-to-back set of Jersey Central tangerine and blue F3s in freight service on their Salem branch until they were cycled out for maintenance in mid-August. We declared a "weather watch." During the week after the deadline we'd watch the weather, and the first sunny day that the units would be running we'd skip work and head for south Jersey. The long range forecast promised a week of good weather. We endured the sunny and mild days of the deadline knowing that we'd have good shooting when we were done.

But as the magazine shipped and the July 27-28 weekend passed, the weather forecast turned abysmally gloomy. A solid week of unrelenting crud, humidity and near-record cool temperatures was upon us.

What happened? Was it the wake of Hurricane Hoagland?

Nope. It was Paul Schneider and *Trains* Magazine. They had picked our Jersey Central week to shoot a "*Trains* Wet Spot" videotape on the Northeast Corridor. Mike Del Vecchio volunteered to help them out as a "native guide." Paul showed up and the weather went into the dumper.

Everybody knows that railfan activities affect the weather. Just look at the annual NRHS National Conventions. No matter where or when the convention is scheduled, it always turns out to be "the hottest weather we've seen around here in years!" And who can forget the drought-breaking week of "*El Faño*" rains that engulfed Winterail '95?

One-of-a-kind fantrips are *always* scheduled months in advance to hit the grubbiest days (remember that wretched weekend of the Delaware & Hudson Sesquicentennial with 4-8-4 "302" and 4-6-2 "653" in April 1973?). It works on grand scales, obliterating entire conventions, and on micro scales: that one lousy cloud that "diddles" your perfect runby.

And it's not just summer and sunshine — notice how many of those Mid-Continent Railway Museum "Snow Trains" in the middle of Wisconsin winter wind up "Mud Train" in unseasonably warm rain.

On the other side of this, whenever I schedule my Historical Diving Society Rallies on Memorial Day and Labor Day weekends, we get perfect weather — I can't take train pictures, so the weather by definition will be perfect. I call it the "supreme sacrifice." Deadline week has the same effect. For that matter, so do sunny working weekdays and grubby weekends.

When it comes to photography, railfans are at the mercy of the weather. Trains live under the open skies, be they blue or gray. Sunny photos sparkle with that "CIF" Color Intensity Factor, while overcast days are usually good only for "mood" shots. You *can* get good photos on grubby days, but it requires considerable skill and imagination and luck. The odds are that the image will be marginally useless — an "I was there" record and little else.

How important the sunshine is to your photo will be determined by the use you have for the picture. If your photo is a personal record of a rail experience for your own enjoyment, then anything goes, and quality is relatively unimportant. But if you are going to show the photos to others or submit them for publication, it's another matter. You owe your audience — no matter how sympathetic or captive — a good, fast-moving

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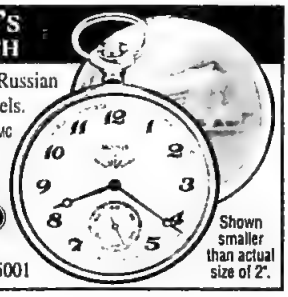

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Phila.,PA to N.Y. City (AEM-7) 1 hr.30 min.	14
N.H. Conn. to Springfield, MA (CF-7) 1 hr.30 min.	10B
N.Y. City to New Haven, CT (AEM-7) 1 hr.45 min.	15
Wash.,D.C. to Phila.(AEM-7) 1 hr.45 min.	13
Harrisburg to Philadelphia (FP-40) 1 hr.45 min.	5
Philadelphia to Harrisburg (FP-40) 1 hr.45 min.	4A
Harrisburg to Huntingdon (FP-40) 1 hr.55 min.	4B
Huntingdon to Johnstown (FP-40) 1 hr.50 min.	4C
Johnstown to Pittsburgh (FP-40) 1 hr.45 min.	4D
New Haven, CT to Prov., RI (FP-40) 1 hr.50 min.	9A
Providence, RI to Boston, MA (FP-40) 1 hr.	9B
Denver to Grand Jct.,CO (FP-40) Part 1.....1 hr.40 min.	17A
Part 2.....1 hr.40 min.	17B
Part 3.....1 hr.40 min.	17C
Part 4.....1 hr.40 min.	17D
Sparks, NV to Oakland, CA (FP-40) Part 1. ...1 hr. 40 min.	18A
Part 2.....1 hr. 40 min.	18B
Part 3.....1 hr. 40 Min.	18C
Part 4.....1 hr. 40 min.	18D
White Fish to Havre, MT. (FP-40) Part 1... .....1 hr. 55 min.	19A
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Chicago to Valparaiso, IN (FP-40) 1hr.25 min.	20A
Ft. Wayne to Valparaiso, IN (FP-40) 1 hr.55 min.	20B
Chicago to Michigan City (FP-40) 1 hr.	21-4
Mich.City to Kalamazoo, MI (FP-40) 1 hr.15 min.	21-5
Toledo to Detroit (FP-40) 1hr.50 min.	21A
Detroit to Jackson (FP-40) 1 hr.35 min.	21B
Jackson to Kalamazoo (FP-40) 1hr.30 min.	21C
Albany to Croton-Harmon (FP-40) 1hr.50 min.	22A
Croton-Harmon to Grand Cent. Term.(FL-9) 1 hr.	22B
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Shocks Mills Br. to Holtwood (SD-40) 1 hr.	24B
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All One Hour - Color - Sound

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and entertaining show. A droning parade of two-stop-underexposed "the weather was kinda' poor that day, y'know" drivel will not make you many friends or admirers. Winston Link summed it up perfectly: "The best photographers don't show their bad pictures."

As a magazine editor, I'm geared to think in terms of how an image will look in print. And for publication you need a lot of bright, interesting pictures with dazzling color. Even if the subject matter is appropriate in bad weather, a little goes a long way. For example, Kurt Reisweber recently put together a beautiful all-color book on the Virginian Railway for Old Line Graphics (*Virginian Rails, 1953-1993*). Some of the grubbiest photos I've ever submitted for publication are in that book, simply because they were the only photos I had — and as it turns out, Kurt had — on the given subject: the pictures of the coal mines at Tamms on pages 110-111 and the Oak Hill Train Master on page 105. While the Oak Hill shots would have worked better on a sunny day, the dreary images of Tamms perfectly capture the grim reality of the doomed coal camp, with a sunny day shot on the same page of the abandoned town in sharp contrast. But an entire book of those dark images — or featuring one of them on the cover — would have made for a depressing book that probably wouldn't have sold very well. For every page of dreary coal mines there are entire chapters of shiny black engines amid sunny green trees, blue skies and stunning mountain scenery. The end result is a bright and entertaining book that you'd be eager to buy.

The same goes for magazine features. We must have the majority of our color in direct sunshine under blue sky. Anything else is simply unappealing, no matter how creative. One or two grubby shots here and there are okay, but the overall impression has to be of a world with Velvia and Kodachrome color, or you, the reader, simply won't buy the magazine.

And this goes double for the covers. Only on the rarest of occasions have we gone for anything other than bright sunshine on a cover — which is the first and often only impression the potential customer gets of the magazine. Usually when we deviate, we regret it. We even had a Cover One Contest winner that was a grubby day shot (Blair Kooistra's CPR SD40-2 pan shot in December 1988), but it was a big mistake because it absolutely died in reproduction, losing all the highlight sparkle that the Fujichrome had in the slide projector. There is a big difference between an image of projected light and the same one rendered in opaque ink. By contrast, Steve Schmollinger's SP AC's on Donner Pass on the March 1996 cover worked pretty well in spite of the overcast because his exposure was perfect and bright, and no gray sky was shown.

Sometimes you just have to wait for the sunshine. When I was in photography school, my instructor in architectural photography emphasized that since buildings live outdoors and usually can't be artificially lighted — sound like trains? — you had to observe the natural lighting conditions and time your photo shoot *only* when the conditions were right. And if you had to wait six hours, six days or six months (like the long summer days when the north side is lighted in late afternoon), so be it. God provides the lighting, and he's kinda' set in his ways. You have to adjust your shooting to fit the conditions.

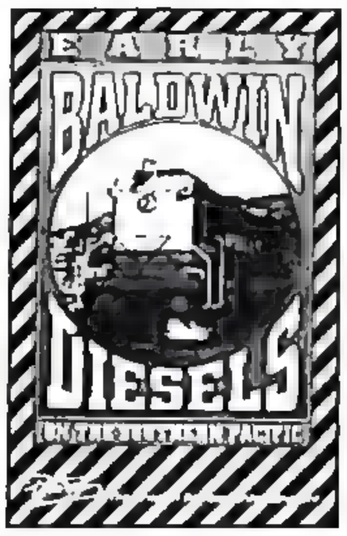
So it will be with our Jersey Central F3 day. If the sun shines and the units run, we'll be there. But we're not going to waste a day in grubby weather just to get pictures that we couldn't use when we're done. I gave the same advice to Mike Ramsey, the new associate editor of our sister magazine FLYING MODELS. Mike borrowed a roll of Fuji Velvia to shoot a model airplane against the setting of a local airport for a cover shot. "If the sun ain't shinin', don't bother. An overcast shot just won't work for a cover." The sun shone, Velvia did its thing and the October 1996 FM cover shows the vivid results.

If you're going to shoot something for a slide show or magazine article, you really need to wait until the conditions are right. If "your day" on the railroad turns out to be grubby, go ahead and do your research and railfanning, but plan to come back and get sunny weather shots when the opportunity presents itself. Unless you have good color, your job isn't done. Bad weather photos can *support* a story and fill in otherwise unavailable subject matter, but it's the sunny weather pictures that will carry the weight in a magazine article or slide show.

When Schneider goes back to Milwaukee with his video camera, we'll post another weather watch and try to get our CNJ F3s in sunshine. If the sunlight and working days of the F3s don't line up between now and mid-August, we're simply out of business for now. But we won't bore you with grubby day photos of the F3s. One of these days we'll get lucky. ⊂

VIDEOS

by MIKE DEL VECCHIO



New Arrivals

Most railfans have a fascination with the sights and sounds of Baldwin locomotives, and much the vast heard of them on Southern Pacific are shown in brand new condition on **"Early Baldwin Diesels of the Southern Pacific"** produced by Pentrex, P.O. Box 94911, Pasadena, CA 91109; 800/950-9333 or 818/793-3400. This great little show features color 16mm films shot between 1949 and 1960 by John Kirkland, the well-known superintendent of diesel locomotive production for Baldwin, who has published at least three hardcover books and several articles and photographs about his former employer. The show begins in El Paso, Texas, where numerous S12s and AS616s were accepted, put in service and run on their first road and yard jobs. SP

CONNECTICUT COMPANY'S STREETCARS

By Frederick A. Kramer with Ed Wadhams

Years have passed since yellow Connecticut Company trolleys criss-crossed the State of Connecticut with its roster of unusual wooden cars and assorted double truck open cars made famous for their trips to Yale football games packed with riders. Ownership in the Connecticut system lay in the New Haven Railroad. When the New Haven went bankrupt the trolley operation fell on hard times. Today the Connecticut Company remains alive on the Branford Electric Railway Museum as well as at the operating trolley museums at Warehouse Point and Kennebunkport. Now a comprehensive book on the Connecticut Company's Streetcars has been written by Frederick Kramer, with Ed Wadhams. In addition to a brief history, there are over 150 photos, maps and illustrations of the renowned system.

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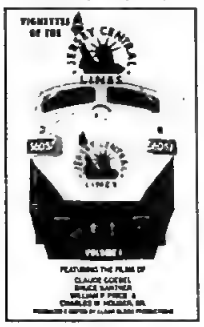
often took delivery of locomotives in the Lone Star State to avoid paying sales tax. Kirkland followed one A-B-B set of AS616 "cow-and-calfs" from El Paso to Oregon over four days. Other combinations of AS616s and DS4-4-1500s are shown on various road trains and on obscure branch lines such as the 171-mile Mina Branch in Nevada, the Placerville branch and the Northwestern Pacific. Also shown are the first test runs and a few revenue trips (on the scenic Placerville Branch) with DS4-4-1500/1 5207 experimentally equipped to burn heavy Bunker C oil. This is truly special, as the 5207 also got a full black widow paint job, versus the simple black-with-silver-ends livery in which the road Baldwins were delivered. Another sequence shows heavy steam cranes hauling three brand new AS616s out of the Napa River after having run through the Schellville swing bridge. Remarkably, virtually every frame of this show is in bright sunlight — and nearly every scene shows shiny new units running through well composed scenes. Correct Baldwin prime mover sounds and a well researched script accompany this fine footage. Fans of Baldwins and clean black SP units couldn't ask for a better way to spend a half-an-hour. 25 minutes, $19.95 plus $4.00 shipping (Calif. res. add 8.25% sales tax).

Feature Reviews



"Vignettes of the Jersey Central Lines, Volume 1," produced by Clear Block Productions, P.O. Box 527, Marion, OH 43301; 800/645-5813; VISA and MasterCard accepted, VHS only, 60 minutes, $35.00 plus $2.00 shipping (Ohio res. add 6% sales tax).

The "Big Little Railroad," as the Central Railroad of New Jersey and its subsidiary Central Railroad of Pennsylvania were known, encompassed a congested freight and commuter operation in the east and mountain running through the rugged Lehigh River gorge in the west. The CNJ has been the subject of many books, but until I received this tape I hadn't seen a video that either documents the steam operations or shows how the High Bridge Branch in New Jersey worked. The black and white and color 8mm footage of four photographers provides good coverage of a number of the high points of this system, and the program should please aficionados of Camelbacks and toothpaste-striped diesels alike.

We start off with a bang as Camelback Ten-Wheeler 774 switches during a June 1954 fantrip to Bay Head and Atlantic Highlands, N.J. At South Amboy, Raritan River Railroad 0-6-0 No.16 makes a cameo runby with bright yellow former-Lackawanna wooden caboose before we go to Roselle Park where Bill Price catches the CNJ's commuter Camelbacks and Pacifics during the morning rush. A diesel-powered Reading *Crusader* also parades by under the many CNJ semaphores.

We ride a leisurely round trip on the High Bridge branch, following a good map introduction. In 1961, Charlie Houser, Sr., rode the caboose of AY2 and documented much of the long-gone operations and scenes along the line starting in Easton, Pennsylvania. Local Jersey boys will appreciate the ride and views of Long Valley, the unusual buildings at Lake Junction, crossing under the DL&W main line at Morris County Junction and views of Susquehanna Alcos and CNJ A-B-A Baby Face Baldwins at Green Pond Junction.

Steam fans should now take note as all radial ready tracks at the Bethlehem roundhouse are filled with CNJ locomotives and a streamstyled Reading *Crusader* Pacific in these July 1950 black and white scenes. CNJ Pacifics are seen at speed on passenger trains in the area, and camelback switchers shuffle about in the yards. Switching to color, we see new A-B-A CNJ F3s being christened with champagne at Allentown. L&HR steam and diesel freights make cameo appearances. A number of quick views of CNJ RS's, F3s on freights and a Reading AS16 fill in before we see the first of several wrecks which utilize steam powered "Big Hooks" to clear the carnage. Shots of CNJ and Lehigh Valley switchers at the junction at Lehighton look nothing like the abandoned situation of today.

Jim Thorpe is the next center of coverage, with all of the tracks in the yard still in service. A number of first generation diesel powered trains are seen, both on the CNJ and Lehigh Valley, which is across the river. We follow a freight up the Nesquehoning Branch and then see CNJ RS's on the Reading's Catawissa Branch. Two spotless (of course) DL&W Train Masters are seen detouring over the CNJ with a home road RS3 as a pusher. The Lehigh River Gorge is well represented by shots at Glen Onoko, Rockport and Penn Haven Junction, where we see both CNJ and LV freights, some with second generation power and four-car RDC sets. At Soloman's Gap, the top of the mountain before the long downgrade into Ashley and Wilkes Barre, eastbounds meet westbounds, and F3s and RS's are represented. We reach the end of the line, at Wilkes Barre, where station scenes close-out our westbound survey of the lines.

The finale is a 1948 vestibule ride from Scranton to Allentown, steam powered and black and white, of course. Passing Ashley, Pa., we see the large complex there, including the turntable, yards and many steamers. Running further south in the Lehigh Gorge we meet a northbound doubleheaded CNJ freight with a steam pusher in one of the more dramatic on-train meets I've seen. Arriving at Allentown, a Reading 4-6-2 switches head end cars, then a CNJ 4-6-0 camelback leaves with a passenger train bound for Mauch Chunk (now Jim Thorpe). The show ends as the charred remains of a wooden caboose, set ablaze by a coal stove overturned in a wreck, are splintered by the salvage crane and an archbar truck swings through the air. A FRED may not cause so much grief, but I'd rather have the wooden caboose.

Technically we have here 8mm home movies, not the latest technology in digital video originals. The content is noteworthy and valuable, generally exceeding the quality of the footage. A computerized map is used to highlight where you are on the system, and the narration is good. Dubbed sound accompanying most of the steam sequences is satisfactory from four separate sources.

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Interestingly, steam era swing music is used to accompany Beatles-era diesel footage. Anthracite railroad fans and followers of the camelback will find this a must-have. People such as myself, who grew up with second-generation operations on these lines but never adequately saw them through laziness or taking trips to other places, will appreciate seeing what we missed in our own backyards. Thanks to Messrs. Goebel, Houser, Kantner and Price for sharing their footage with us. We look forward to future volumes — TOM KELCEC.

I'd Like You To Meet ...

Michael S. Woodruff

The author of the feature article on CSX's Vitis Subdivision in central Florida tells his own story pretty well. Here goes:

"I can't remember not being interested in railroading. I was born in Roseville, California, which may explain part of it. We moved to New York when I was very young, and my father commuted on the Long Island Rail Road. I was quite upset when the FM's were replaced by Alco C420s around 1964. My father disliked flying, so family trips each summer to visit relatives in California were via automobile along US highways 30 and 40 in pre-Interstate days, with UP turbines and SP black widows just outside the car window, or aboard either the UP *City* streamliners or the *California Zephyr*. I didn't start taking photographs until 1969 when one of my teachers, Stephen J. Benkovitz, gave me a range finder camera, some Plus-X film and took me to Elizabeth, New Jersey, along the PRR and CNJ. I went to college in Ohio, choosing the school based on its proximity to the EL main line. I switched to shooting slides (mostly Kodachrome II) in 1971. Trained as a geologist, I've worked in mining in Missouri and Colorado, geothermal exploration and development in California, Oregon and Nevada, and in environmental consulting in Florida. I'm now semi-retired.

"I'm presently using several Minolta bodies and lenses (a 35-70mm zoom which I use as my "normal" lens, 135mm and 200mm telephotos), all manual focus and mostly acquired through trades or the used camera market. I used to shoot Kodachrome exclusively but began experimenting with Fujichrome (mostly Provia 100, which I shoot at 80, and Velvia, which I shoot at 40) about a year ago. Aside from the properties of the films themselves, what I like most about Fujichrome is the three-hour turnaround I get on E-6 processing at the local lab. Turnaround with Kodak Premium Processing here in Florida is usually seven-to-ten days via mailers and five-to-seven days at local camera stores (at substantially higher cost).

"In addition to Steve Benkovitz (and his brother Vincent) who taught me the basics of photography when I started out, Wayne Monger and Tom Carver deserve mention for later helping me to see beyond the 50mm lens. My wife Jeannie and daughter Laura have always been very supportive of my hobby, possibly because I usually take my son Brian trackside with me, which gets him out of their hair. The adjacent photo of me was taken by four-year-old Brian at Edison Junction, Florida. The dwarf-looking signal is actually a switch target."

This is Mike's first byline in R&R.

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TENNESSEE PASS STAYING PUT; MODOC IN TROUBLE! "Realistically, it could be 18 months or so before trains stop running on Tennessee Pass," said Union Pacific public relations executive John Bromley. He added that no one can accurately predict how long it will take to implement any service changes brought on by the UP-SP merger, which the Surface Transportation Board (STB) approved on July 3, 1996. Just as our October issue was heading to the printer, we received word that Tennessee Pass would be mothballed on September 12th, the day the merger takes effect. We reported it as the lead story in RAILNEWS — prematurly, it turns out.

Although UP is authorized to discontinue service on Tennessee Pass, the STB, or "Surf Board" as industry insiders are calling it, ruled that UP cannot abandon the Tennessee Pass line until they show that the Moffat Tunnel route can handled the extra traffic. Halting Tennessee Pass traffic would be require modifying crew districts and labor agreements, and improvements are needed on alternate routes to handle the additional traffic.

Meanwhile, service on SP's Modoc Line in northern California and Nevada could end rather quickly, since it roughly parallels the Feather River Canyon and the Inside Gateway routes.

AMTRAK's FALL CHANGES Concurrent with the issuance of its Fall/Winter timetables on November 10, 1996, Amtrak will implement several changes in service. Three trains will be discontinued while several others will have service increased or their routes extended. The *Texas Eagle, Desert Wind* and *Pioneer*, all currently tri-weekly trains, will be discontinued, with 42 stations losing service. Also discontinued will be the Boston-Albany section of the *Lake Shore Limited*, replaced by dedicated motor coach service (or in non-Amtrakese, a bus). Only two current Amtrak-served states, Wyoming and Arkansas, will completely lose service.

On the up side, several trains that are currently four-times-weekly over part of their routes will be going to daily operations. These include the *Empire Builder, California Zephyr* and *Crescent*. The six-times-a-week *City of New Orleans* will also operate daily.

Two changes in Florida service will also take place. A third New York-to-Miami train, the *Silver Palm*, will be added, joining the *Silver Star* and *Silver Meteor*. The transcontinental *Sunset Limited* from Los Angeles will terminate at Sanford, Florida. It currently operates all the way to Miami.

Finally, the *Three Rivers*, which currently operates from New York to Pittsburgh, will be extended to Chicago over the route of the late, great *Broadway Limited* to eliminate a time-consuming train change for passengers to the *Capitol Limited*. (Sharp readers will recall that last fall Amtrak insisted the *Broadway* was unnecessary and passengers wouldn't mind changing trains in Pittsburgh in the middle of the night — S.B.).

The restructuring was in reaction to an accelerated reduction in federal funding for fiscal year 1997. Amtrak indicated a need for $250 million in funding, but both houses of Congress have recently voted in a $200 million subsidy. The changes approved by the Amtrak board of directors keep a national rail system with all but two routes operating daily. The 1995 cuts that produced tri-weekly trains proved to be less successful than Amtrak would have liked. At first the tri-weekly trains sold well, but eventually proved to be unproductive in many markets. Meanwhile, operating costs remained nearly the same as daily service.

Amtrak points out that even though 42 stations are completely losing service, another 131 stations will see new or increased service. Interestingly, while Amtrak will remain "capital limited" next year, it's trains will actually roll more miles in 1997 than in 1996.

THE CHOMUTOV ROUNDHOUSE World steam seekers flocked to Europe for a series of *Plandampfs* this past spring to enjoy what is becoming an increasingly rare chance to see large locomotives in their natural environment. Soaring prices made *Plandampfs* more difficult for operators to pay for. The *Plandampf* tradition began in Germany where preserved steam was used on the regular passenger and freight schedules for several consecutive days.

Plandampf Karlovy Vary was held in the Czech Republic from May 2-6, 1996. Seven steam locomotives were used including a 2-8-0, a 4-6-2, three 4-8-2s, a 4-8-4T and a 2-10-0. The engines gathered at the Chomutov roundhouse each night for servicing (**page 65**). No sooner had the Czech event wrapped up than another *Plandampf* was held in Poland. This one — *Plandampf Klodzko* — had seven engines running May 7-11. The big event, however, was in Dresden, Germany May 16-19 where nearly 30 engines, including twelve Pacific-types, gathered for Steam Festival Dresden.

The future of *Plandampfs* is somewhat cloudy. A 500% price increase from Deutsche Bundesban, Germany's national railway system, has almost put the cost out of reach. A further complication is DB's refusal to run steam on regularly scheduled passenger trains. They will still run steam on freight and on passenger excursions, however. We'll post future *Plandampfs* in TIMETABLE as they are announced — it's a great way to watch big steam doing what it was intended to do.

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RAILNEWS

MIDNIGHT IN MODESTO A new era for Union Pacific's Tidewater Southern Subdivision began shortly after midnight on August 9, 1996, with the "last, sort of, not really" run of a GLSTST grain train down Modesto's embattled Ninth Street line. Hours before, Southern Pacific signalmen completed work on the UP-SP connection at Lathrop, California, allowing TS Subdivision trains to use eleven miles of SP's San Joaquin Subdivision between Lathrop and Modesto. Modesto city officials have been trying to get trains off the ex-interurban's street trackage since the 1950s (R&R August 1995, pages 36-37). Relocation of the lengthy grain trains to SP rails was the first step in a project slated for complete removal of Ninth Street rail traffic by early 1997.

But as Modesto's city fathers soon learned, the wheels of railroad bureaucracy turn mighty slow. As a series of wry reports in the Modesto *Bee* outlined, the most-anticipated train in recent history was not the "last" run most residents expected. Yes, UP officials admitted, the SP route was open but, no, not all of the UP crews working the TS Subdivision were qualified to operate on the foreign road. With most UP crews catching TS grain jobs off the Stockton extra board, training on SP rules would take several weeks.

Further confounding local politicos, journalists and railfans eager to record the "last" grain train for posterity, delays on the UP main line found the GLSTST-08 departing Stockton Yard well after dark on August 8. Struggling onto Ninth Street at 12:38 a.m. August 9, the 9,732 tons of corn in the 75-car train proved too much for the two ex-Katy/Conrail/Penn Central GP40s assigned the 4,530-foot-long consist. With lead Geep 671 overheating and offline, the crew paused to snarl traffic one more time as they added local GP15-1 1591 for the run south to the Foster Farms feed mill in Turlock. The late hour notwithstanding, fuming motorists were unamused — TED BENSON.

RARE ALCO C415s Two Alco Century 415s have been purchased by the Cincinnati-based Ohio River Company for use at its large Huntington, West Virginia, transfer facility. The "off center-cab" units are numbered 4010 and 4011 and were purchased from locomotive dealer George M. Silcott. These units are being used to transfer of coal from CSX unit trains into barges on the Ohio River.

The 4010 and 4011 were built in November and December of 1968 for the Spokane, Portland & Seattle as 100 and 101, respectively; SP&S's only C415s! After the BN 1970 merger they became 4010 and 4011. Domestic production of Alcos ceased in 1969 making the 4011 the last of the 26 C415s built — JAY POTTER and J.J. YOUNG, JR.

CANADIAN PACIFIC 4-4-0 No.29 The locomotive that closed out the steam era on the Canadian Pacific Railway is on its way to Calgary, Alberta, for display in front of CPR's new corporate headquarters. CPR No.29 has resided at the Salem & Hillsborough in New Brunswick since the mid-1980s, but on June 3, 1996, it was loaded onto a highway trailer for its westward trek. The locomotive and tender travelled by highway to CN's Gordon Yard in Moncton, where they were put onto flat cars for shipment to CPR's Weston Shops in Winnipeg, Manitoba, for cosmetic restoration. The 109-year-old locomotive has been leased by CPR from its owner, the Canadian Railroad Historical Association of Delson, P.Q.

No.29 was built by CPR's New Shops in 1887 as CPR 390. After being renumbered to 217 in 1908 it received its current number in 1913. After retirement it was given to the CRHA's Canadian Railway Museum at Delson, which then sent it to the Salem & Hillsborough. A fire that destroyed the S&H shops in 1994 heavily damaged the locomotive. Once the Weston Shops are finished with the cosmetic restoration, No.29 will be sent on to Calgary for display at Gulf Canada Square in front of CPR's new headquarters building.

YORKRAIL TOOK DELIVERY To augment its fleet of four GP9s and a CF7, Yorkrail took delivery of three GP16s on July 23, 1996. The three former CSX units all arrived with different paint schemes — 1733 in CSX, 1734 in Seaboard System and 1735 in Family Lines.

Yorkrail operates a 16-mile former Western Maryland branch between York and Porters, Pennsylvania. It is owned by Emons Corporation, which also owns the Maryland & Pennsylvania (also in York) and the St. Lawrence & Atlantic — JAIME F.M. SERENSITS

FORMER GUILFORD GP39-2s Union Pacific has leased 20 GP39-2s from Mellon Financial for five years for use in Wisconsin and Michigan. The units, previously on Guilford, retain their GTI numbers, 350-369. Notable among them are 353 and 354, which Guilford used on passenger specials, and units 350-353 which were equipped with cab signals for use on Amtrak's Springfield (Mass.) Line. The units were deemed surplus by GTI when they bought 35 former-Conrail GP40s (GTI 300-321, 343-355).

CASS CONNECTION PURCHASED The State of West Virginia has purchased the CSX line that provides the Cass Scenic Railroad with its connection to the outside world. The State Railroad Authority (SRA) paid $3.5 million for 121 miles of former Western Maryland track between Tygart Junction (south of Grafton) and Bergoo, deep in the mountains. The connection to Cass is at Spruce, 87 miles below Tygart Junction.

The state purchased the line mostly for its natural resources. There are millions of tons of low sulphur coal that will meet Clean Air Act regulations along the line that would require roughly $16 million in highway improvements to move by truck. There are also ample lumber resources on line. In addition to keeping a connection for Cass Scenic, which is a state park, there is a potential for tourist train service in conjunction with the Snowshoe Resort.

The SRA is involved in all rail abandonment issues in West Virginia. The state lost 20% of its trackage in the 1980s, and could lose as much in this decade. The agency owns two other railroads, the South Branch Valley and industrial trackage near Wheeling. The South Branch Valley is one of the few state agencies producing more revenues than expenses, thanks to a growing poultry industry along the line.

Meanwhile, Cass Scenic continues to recover from two floods that ravaged the line in the spring. Heavy snows followed by heavy rains damaged the line on Bald Knob, flooded the shop in Cass and took most of the parking lot into the Greenbrier River. Crews had just finished putting the final stripes on a new parking lot in May for the Railfan Weekend when a second round of floods took it out again. Washouts will preclude any operations to Bald Knob until after the fall foliage season, but trains are running to Whittaker, four miles up the mountain from Cass. Western Maryland No.6, the largest Shay in existence, has been given a new firebox and may be used on some trains.

CANADA'S ALCO TWILIGHT Canadian Pacific Railway shop officials indicate that the current time line for phase out of the Alco/MLW fleet is the third quarter of 1997. There are roughly 90 active units in two remaining classes, RS18u's and C424s, with the entire in service fleet concentrated on CPR's new St. Lawrence & Hudson subsidiary. Major repairs such as main generator failures are now being considered case-by-case based on the demand for power at the time.

A good place to still see Alcos is on the StL&H between Montreal and Sherbrooke, Quebec. StL&H trains 905/906 and 915 are sure bets for the smokey warriors with daylight running the rule. The Alcos are on borrowed time, however, and the situation on the Sherbrooke Subdivision is even more critical. With the eventual assumption of service west of Sherbrooke and on the Newport, Vt., lines by IronRoad Railways, tentatively set for September 1996, Alcos will be phased out as soon as IronRoad establishes its own fleet. A best case scenario may give the Alcos until the end of the year on the Sherbrooke Sub — MIKE CONFALONE.

THE FINAL RUN July 21, 1996, could go down in history as more than California Northern's final operation over the railroad's former Northwestern Pacific Subdivision. For SD9s 200, 201 and 202, the last run out of Willits may have also marked the end for first generation six-axle power on the northern California regional carrier. Acquired specifically for service on the three percent crossing of Ridge Hill south of Willits, units 200-203 have not turned a wheel in CFNR revenue service since July 21. As of mid-August CFNR 200 (ex-DM&IR 138), 201 (ex-DM&IR 156) and 203 (ex-SP 4331, nee-SP 3850) were stored at Napa Junction, while 202 (ex-SP 4319, nee-SP 3855) worked on lease to the Northwestern Pacific. CFNR, which also rosters 15 former Chicago & North Western

TED BENSON

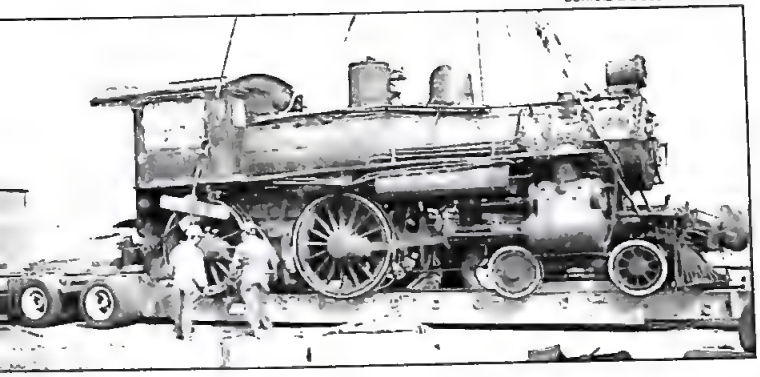
KEN CHURCH

MIDNIGHT IN MODESTO, August 9, 1996, found UP grain train GLSTST-08 tying up traffic on Ninth Street one more time. Despite the completion of an SP connection to bypass Modesto near Lathrop, Calif., trains trundled through town until UP crews could get trained on the SP.

FORMER GUILFORD GP39-2s have been leased for five years by UP for service in Wisconsin and Michigan. The 20 units still sport GTI's slate-gray paint with an orange stripe. Geep 364 was in Council Bluffs, Iowa, on June 30, 1996 **(left).**

YORKRAIL TOOK DELIVERY of three GP16s on July 23, 1996, at Smiths Station, Pennsylvania **(below).** Former-CSX 1734, 1733 and 1735 arrived wearing three different paint schemes — Seaboard System, CSX and Family Lines.

CONRAD and GLENNA STEEVES



CANADIAN PACIFIC 4-4-0 No.29, on its way to Calgary, was loaded onto a flatbed trailer at Hillsborough, New Brunswick, on June 3, 1996.

RARE ALCO C415s work in coal transfer service along the Ohio River in Huntington, W.Va. The pair were together on July 18, 1996 **(below).**

THE RAILROAD PRESS: JAIME F.M. SERENSITS

JAY POTTER and J.J. YOUNG, Jr.

RAILNEWS

GP15-1s, has expressed no interest in further use of the handsome six-motor hood units.

The "new" Northwestern Pacific, which restored single-line service between Eureka, California, and the San Francisco Bay Area over the original NWP route, began operations on July 22, 1996. Most of the NWP's SP-inspired "Black Widow" GP9s and SD9s were on the railroad by mid-August. New non-forest product revenue sources were in various stages of development by NWP, including limited passenger excursion service.

California Northern's last NWP train, a one-way Willits Turn, departed its namesake terminus Saturday evening, July 20, with 22 loads for the SP interchange at Suisun/Fairfield. Pausing for the night in Petaluma, Extra 200 East completed the historic journey Sunday morning (**page 3**) with CFNR road foreman Tom Paul at the throttle. Aware of the import of his task, Paul didn't scrimp on theatrics, providing memorable displays of exhaust smoke while serenading a good number of trackside photographers with his air horn virtuosity. For the fans braving the 100 degree temperature, Cal Northern's Cadillac finale was a day well spent — TED BENSON.

LUXAPALILA VALLEY The third former Norfolk Southern line to be purchased and operated by CAGY Industries is the 35-mile-long Luxapalila Valley Railroad between Columbus, Mississippi, and Belk, Alabama. Shippers on the line include Georgia Pacific in Belk, Brown Wood Preserving in Kennedy and Weyerhauser in Millport — all in Alabama. There are no shippers beyond Belk to Berry, Alabama, and the line is out of service.

Power for the line is two former NS GP38s, 2880 and 2885. Both retain their NS numbers but have been painted into LV's red and yellow colors. The line's official FRA reporting marks are LXVR, and their radio channels are 160.260 for the road and 160.245 for yards. Trains leave Columbus and run east to Belk in the afternoon, returning in early evening, so the best light for photography is on the westbound trip on long summer days.

CAGY operations commenced on June 1, 1996, with the GP38s leading a private car train consisting of former-NYC sleeper-lounge *Laurel Stream*, former-NYC lounge No.38, and Columbus & Greenville business car *King Cotton*.

CAGY Industries owns the Columbus & Greenville. Their other NS spin-off lines are the Chattanooga & Chickamauga and the Redmont Railway — DAVID HURT.

ELK RIVER GP10 No.1 Running over portions of the former Baltimore & Ohio and legendary Buffalo Creek & Gauley in West Virginia is the new Elk River Railroad. Power for the line is three GP10s, numbered 1 through 3. The units are former Illinois Central Gulf 8337, ICG 8060 and Precision National 1750 respectively. The three units haul two to three coal trains weekly from a three-mile section of the old BC&G at Dundon over the former B&O to a connection with CSX at Gilmer, W.Va., near Burnsville Junction.

Elk River expects to move about a half million tons of coal a year with a future potential of two million tons annually. Also on the property are a pair of former Norfolk & Western GP9s, 872 and 885 — KERMIT GEARY, SR.

CN BOXCAB ELECTRIC 6714 On July 11, 1995, the former Canadian National commuter line between Montreal and Deux Montagnes, operated by *Societe de Transport de la Communaute Urbaine de Montreal*, was totally shut down for a third consecutive summer. When it reopened on August 18 it was a completely new railroad with upgraded catenary and conversion of the power from a 2400-volts d.c. to 25kv a.c. The old equipment that served the line since its opening in 1918 was retired, with many pieces earmarked for preservation.

Of the original six boxcab electrics that served the line on the first day, five have been preserved. The units were built between 1914 and 1917 and were originally numbered 600-605 by Canadian Northern. They were renumbered to 9100-9105 when Canadian National took over the line, changed to 100-105 in 1949 and received their current numbers, 6710-6715, in 1969. All were retired on July 11, 1995. Two of the motors will be displayed in the towns they served, with 6710 going to Deux Montagnes and 6712 to Mont Royal. Two will be displayed in museums in Canada, with 6711 donated to the Canadian Railroad Historical Association in Delson, Quebec, and the National Museum of Science & Technology in Ottawa, Ontario, getting 6715. CN 6714 is going stateside, acquired by the Connecticut Trolley Museum in East Windsor. CN 6713 was set aside as a parts source in 1993 and wasn't preserved. None of the five 1924-26 boxcabs or three 1950 centercabs have been preserved, but at least four multiple-unit motor cars and ten trailers have gone to museums and tourist railroads throughout North America. The fantripping public will be able to still ride these cars in Quebec, Ontario, Alberta, New Hampshire, Connecticut and South Carolina.

SIX HELM SD40s The Dakota, Minnesota & Eastern expanded by 206 miles on April 1, 1996, when it got control of the former Chicago & North Western line from Crawford, Nebr., north through South Dakota to Colony, Wyoming. Union Pacific sold the line because it didn't connect with other UP trackage. To handle the increase in traffic brought on by the expansion the DM&E leased six rebuilt SD40s equipped with the Woodward CLC microprocessor from Helm Leasing. The units are numbered 6050-6055 and are painted in DM&E colors (**page 3**). DM&E 6050, 6052 and 6054 are former UP units, while 6051 and 6053 are former Missouri Pacific. The sixth unit, 6055, is formerly Copper Belt SD39 301.

The Dakota, Minnesota & Eastern was formed in 1986 when it purchased 917 miles of track from Chicago & North Western. Its main line runs from Winona, Minnesota, to Rapid City, S.D., where it connects with the Colony line.

A PAIR OF MK1500D's MK Rail is making its presence known in the Houston area. The Port Terminal Railroad Association, whose motive power has been supplied by owners BNSF and Union Pacific, will receive 24 new MK1500D's during 1996, numbered 9601-9624. MK Rail will also maintain Houston Belt & Terminal's SW1500 fleet as well as supply that road with eight MK1500D's, 9625-9632.

The MK1500D is being manufactured by Morrison-Knudsen in Boise, Idaho. It has a Caterpillar 3512 diesel engine and the MK-LOC microprocessor control system. Two of the units destined for the Port Terminal Railroad Association in Houston, 9505 and 9502, tested on the Terminal Railroad Association (TRRA) in St. Louis during August (**page 3**).

FINGER LAKES RAILWAY New York Central lightning stripes will be mingling with silver and red, at least for awhile, as Finger Lakes Railway purchased Mountain Laurel GP9 No.15 (**page 3**). The transaction is a part of the "clean-up" of surplus locomotives brought on by the purchase of the Pittsburg & Shawmut/Mountain Laurel/Red Bank by Genesee & Wyoming Industries. Four of the P&S SW9s are reportedly heading for the Lycoming Valley near Williamsport, Pennsylvania. The "new" Shawmut is using power from GWI sister road Buffalo & Pittsburgh. Incidentally, GWI is also one of the controlling partners in the Finger Lakes Railway.

SOUTHERN CALIFORNIA'S METROLINK F59PH's To match the eight bulb-nosed F59PHI's delivered last year Metrolink, the commuter agency serving the Los Angeles area, is painting its once mostly periwinkle-blue-and-white F59PH's into the road's simpler white with periwinkle blue trim scheme. The 23 F59PH's have Canadian cabs and are identical to GO Transit's 49 F59PH's.

Metrolink ridership has been repeatedly boosted by circumstances outside the agency. After opening in late 1992, ridership got a big boost when the January 1994 earthquake damaged many of the highways in the L.A. basin. In early 1996 gas prices shot up and Metrolink's ridership increased by 1000 passengers a day. After years of a love affair with the automobile, it's hard to believe that Los Angeles has successful commuter rail and subway systems.

BC RAIL's FORMER-ATSF B36-7s The 16 Santa Fe B36-7s bought by BC Rail from GE in late 1995 are going through the Squamish, British Columbia, shops for upgrading. The units requiring a complete overhaul are emerging in full BCR paint. The units not requiring a complete overhaul are receiving modifications that will allow them to lead trains, and these are getting a simpler "blue dip" paint job. They will get the full red-white-and-blue treatment when they come due for a major overhaul. Former Santa Fe 7484-7499 are now BCR 3601-3616, respectively.

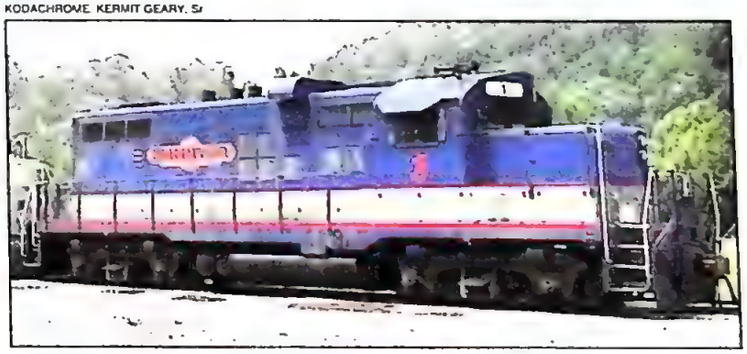
BC RAIL's FORMER ATSF B36-7s are being released from the Squamish, British Columbia, shops. BCR 3607, ex-ATSF 7490, was outshopped on July 22, 1996, after a complete overhaul. BCR 3602, ex-ATSF 7485, received a partial overhaul and was released on July 20. BCR purchased 16 former Santa Fe B36-7s.

TWO COLOR PRINTS JOSEPH MAZUR

SOUTHERN CALIFORNIA'S METROLINK F59PH's are being painted in the commuter agency's new simpler white with blue striping. F59 852 showed its colors at Los Angeles Union Passenger Terminal on July 2, 1996 (**below**).

KODACHROME 25 ALAN MILLER

KODACHROME KERMIT GEARY, SR



KODACHROME JOHN E. GIANOPOULOS

ELK RIVER GP10 No.1, formerly ICG 8337, is used on the former Buffalo Creek & Gauley near Dundon, W.Va., with two sister GP10s. On June 25, 1996, the unit was at Gassaway, W.Va.

CN BOXCAB ELECTRIC 6714, built in 1917, was on its way to a new home at the Connecticut Trolley Museum in East Windsor on July 30, 1996, when it met the 78-year-younger Conrail SD80MAC 4113 on train ML-482 at Palmer, Massachusetts. The boxcab was used in daily commuter service between Montreal and Deux Montagnes, Quebec, until its retirement in 1995.

FUJI SENSIA 100 DAVID HURT

LUXAPALILA VALLEY is the third ex-Norfolk Southern spin-off line bought by CAGY Industries, operating 35 miles between Columbus, Miss., and Belk, Ala. Power is two former NS GP38s. LV 2885 was in Columbus on June 4, 1996 (**right**), its fourth day of operations.

CSX's Vitis Sub

by Mike Woodruff

Central Florida vacationland main line action

Is your family planning a trip to central Florida this winter to escape the snow and cold of the Northeast or Midwest? Your vacation doesn't have to be devoid of railfan activity. A CSX line handy to both the Tampa Bay (Busch Gardens, beaches) and Orlando (Disney World, Universal Studios) areas can provide heavy main line action in just a few hours.

The Vitis Sub

Some of the heaviest traffic in central Florida can be found on the north end of the Vitis Subdivision, part of CSX's Jacksonville Division, extending about 40 miles from Wildwood on the north to Vitis Junction (near Dade City) on the south. Merchandise traffic bound to and from Miami and Tampa, phosphate concentrates and fertilizer products from the "Bone Valley" area south of Lakeland, coal trains for power plants in Indiantown, Lakeland and Tampa, and Amtrak trains P091 and P092, the Miami sections of the *Silver Star*, all travel this line.

The line is dispatched from the Dufford Center in Jacksonville by the CSX "AA" dispatcher. There are two main tracks between Wildwood and Coleman and controlled sidings (from north to south) at Bushnell, Lacoochee, Dade City and Vitis. "Talking" detectors are present just north of the north ends of the sidings at Bushnell and Dade City. At Vitis Junction, the line splits with routes to Miami/Lakeland and Tampa. Trains bound for Miami, or Winston Yard near Lakeland, continue down the Vitis Subdivision to Lakeland (there is another controlled siding between Vitis and Lakeland at Stokes). Tampa-bound trains take the Yeoman Subdivision to Plant City and Tampa, with spurs at Zephyrhills and Knights between Vitis and Plant City.

SAL + ACL = CSX?

The Vitis Sub is a combination of former Seaboard Air Line and Atlantic Coast Line trackage. From Wildwood south through Coleman and Bushnell to Lacoochee is part of the former SAL Tampa main line. Coleman was the junction where SAL routes to Miami and Tampa split, but the Miami route from Coleman south to Auburndale has been abandoned. Just south of Lacoochee, the Vitis Sub curves onto former ACL trackage at Owensboro, which was a junction between SAL's Tampa line and an ACL Lakeland to High Springs line, now abandoned north of this point to Dunnellon. Little trace of the former junction remains. Even the US 301 bridge has been removed and the highway leveled out. All that remains is a gap in the trees, now a bike trail, where the ACL went off to the northwest toward Dunnellon.

South of Vitis, the Yeoman Sub is also on an ex-ACL alignment as far as Zephyrhills. This was part of an ACL route from Vitis into Tampa, but only a stub of this line from Tampa to the suburb of Temple Terrace remains. From Zephyrhills south through Plant City and Valrico into Tampa, the Yeoman Sub is the former SAL Tampa main line.

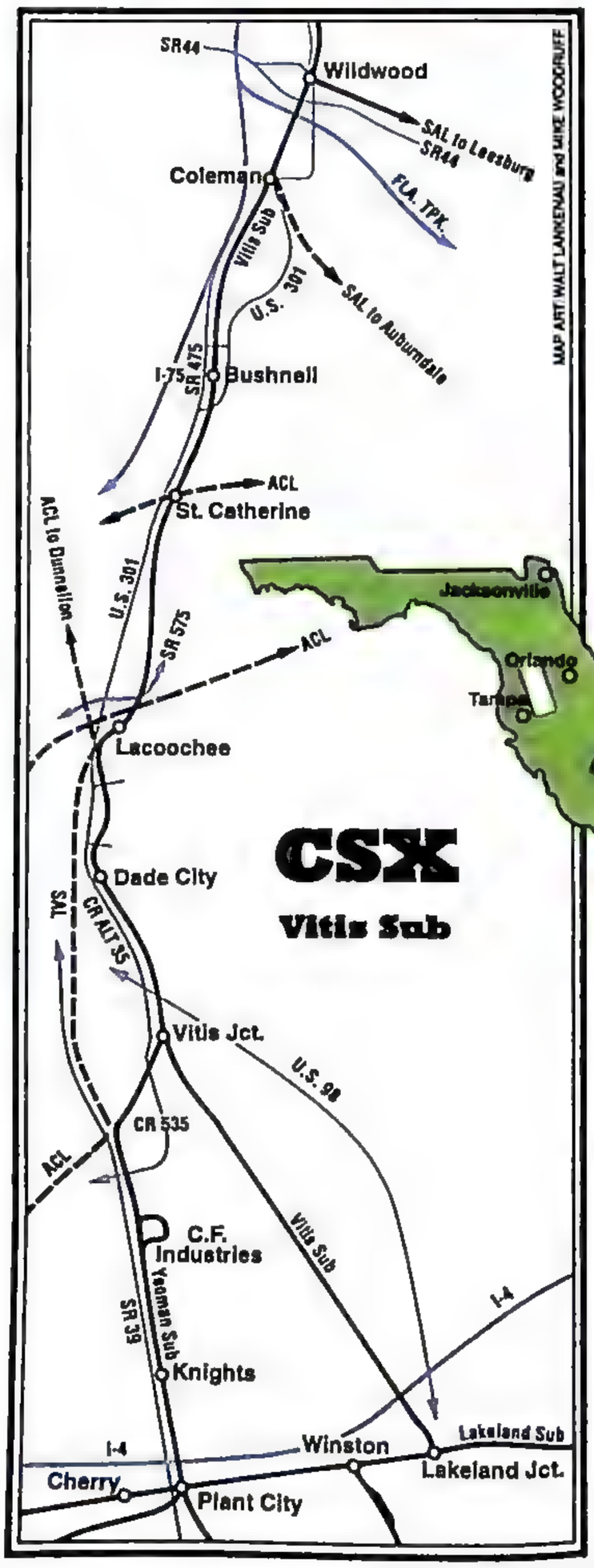
PHOTOGRAPHY MIKE WOODRUFF

A LOT OF CSX ACTION in Central Florida uses the Vitis Subdivision and related lines south of Wildwood. In December 1994 (**above**) a C40-8W, an ex-D&H/Guilford GP39-2 and GP40-2/slug set had train K440 northbound at the Lakeland Amtrak depot, while over in Plant City on June 17, 1993, (**below**) that same D&H/Guilford GP39-2 had an ex-Susquehanna Dash 8-40B and a Seaboard System GP38-2 approaching the Lakeland Sub diamond with a Tampa-bound R441. Up in Wildwood on March 23, 1996 (**left**), a GP40-2/slug set had a GP40-2 and C40-8W accelerating another R441 southward on the Vitis Subdivision.

Traffic

Action peaks in the morning hours. Southbound trains coming down the Vitis Sub in the morning headed for the Yeoman Sub and Tampa may include N130, a Tampa coal train; K213, a solid train of autoracks bound for Drew Park on the Clearwater Sub near the Tampa airport; R409, a Waycross to Tampa mixed freight which generally

TWO C40-8W's LED TRAIN 0800 northward out of DTC territory on the Mulberry line onto the Yeoman Sub at the Plant City diamond on April 17, 1996; the switch is the Yeoman sub toward Tampa. Looking north from the same spot, the southbound R453 (**opposite**) on the Yeoman Sub was about to hit the Lakeland Sub diamond on February 10, 1996, with a B30-7, EMD lease fleet GP40 and a GP40-2. Amtrak PO91, the Miami section of the *Silver Star* (**below**), was southbound at the Gould Road crossing between Dade City and Lacoochee on May 4, 1996.



brings the empty Tropicana orange juice cars back to Tampa; or R453, a Waycross to Miami mixed freight which operates via Tampa. Southbound trains headed for Lakeland and/or points beyond include coal trains for Lakeland (N112 or N142) and Indiantown (N175); R441, a Waycross to Tampa mixed freight which operates via Lakeland and Winston Yard, and Amtrak P091, the Miami section of the *Silver Star*.

Other than N130's train going back empty, northbound trains from the Yeoman Sub and Tampa are unusual in the morning. However, three northbounds routinely come up the Vitis Sub from Lakeland between 7:00 and 10:00 a.m. These are the Q601, a mixed freight which originates at Winston Yard just west (railroad south) of Lakeland on the Lakeland Sub; R184, an intermodal train which runs from Uceta Yard in Tampa on the Lakeland

Sub, and R452, a Miami to Waycross mixed freight which comes up the former SAL Miami Sub to Auburndale and then runs on the Lakeland Sub to Lakeland. At Lakeland Junction, just east (railroad north) and within site of the Amtrak depot in Lakeland, all three of these trains leave the Lakeland Sub and continue north up the Vitis Sub. Another northbound possibly appearing on the Vitis Sub in the morning is K440, a unit phosphate train which also originates at Winston Yard.

It is not uncommon for southbound Amtrak P091 (due to leave Wildwood at 8:48 a.m.) to find every siding on the Vitis Sub occupied by a freight. Matters are complicated, as trains occupying the controlled sidings at Bushnell, Lacoochee and Dade City block several road crossings. Rather than cut crossings, trains headed into sidings for meets will normally wait out on the main nearby until the opposing train is close enough to make radio contact.

The action thins out later in the day, but both empty and loaded coal trains can show up at any time. Afternoon regulars include northbound Q258, a mixed freight which also brings back empty auto racks from Drew Park coming from Tampa via the Yeoman Sub, and southbound Q251, a mixed freight headed for Miami via Lakeland. Three days a week (usually Sunday, Wednesday and Friday as of this writing), the Tropicana juice train, K650, will also come north in early to mid afternoon from Tampa via the Yeoman Sub.

Motive power

The locomotives most often seen on the Vitis Sub are from CSX's large stable of GE Dash-8s and -9s. A pair of the 9000-series C44-8Ws will often be assigned to intermodal R184, while coal trains usually get pairs of "lightning bolt" AC44-9W's. EMD GP38-2s, GP40-2s, SD40-2s and SD50s, and "little" GE B23-7s, B30-7s and B36-7s are common on the other trains. Train Q601 will almost always have SP/SSW/D&RGW power, usually some combination of B30-7s, B39 or B40-8s, GP40-2s, GP60s or older SD40s and SD45s (in regular and tunnel motor versions). If it hasn't rained since they've been in Florida, these units will generally be filthy. Union Pacific, Norfolk Southern and Santa Fe units have also been seen on Q601. This power comes down to Winston Yard at night on southbound counterpart Q602. Train R452 can also be interesting, as it will often be used to ferry switchers (SW1500s and MP15s) or other smaller power from outlying points on the Miami Sub to Waycross for maintenance. Stray Conrail units may show up occasionally on K213. Amtrak trains (P091 and P092) get "boom box" F40s, either singly or in pairs.

Railfanning the line

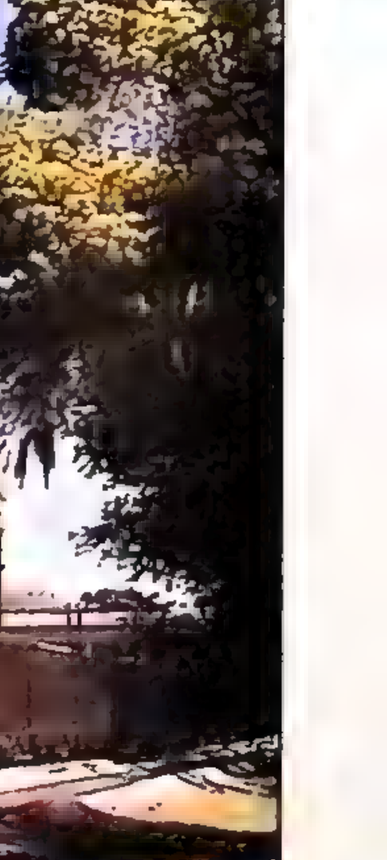
A DeLorme Florida Atlas and a scanner are strongly recommended. As on many other roads, CSX engineers "call" all signals over the radio (on MR channel 32, 160.590 MHz). Trains meeting at sidings will also talk back forth on this channel as they get close, warning each other of wide loads and/or the presence of pulpwood cars (whose loads can shift easily) and then "roll each other by" as they pass, checking that their "train looks good, and their marker (EOT device) is in place." They will also call the AA dispatcher for instructions on AAR channel 54 (160.920 MHz). Keep in mind that absolute signals (at sidings and junctions) are generally red unless a train is nearby. Most intermediate signals, the absolute signals at Lacoochee and the southward absolute signals at Bushnell are approach lit.

A good place to start early in the morning is at Plant City, about 20 minutes east of Tampa and an hour west of Orlando on Interstate 4. From I-4, take exit 13, State Road 39 south, go about a half mile to Spencer Street and turn left (east) through the cemetery. This brings you to a good photo location at the south end of Plant City siding on the former SAL Yeoman Sub. You may wish to go back to SR39, turn left and proceed south downtown. Turn left (east) on US92, then right (south) on Palmer Street to reach the diamond where the former ACL Lakeland Sub (also called the "A" line) crosses the Yeoman Sub. The restored Plant City depot and (non-functioning) tower sit in the northwest quadrant. A municipal (no meters!) parking lot is in the southwest quadrant. A switch just south of the diamond on the Yeoman Sub sends Tampa-bound trains around a sharp curve to the west. Bone Valley

phosphate trains continue south into DTC/absolute block territory controlled by the "BB" dispatcher (on MR channel 08, 160.230 MHz).

Train 0800, which comes up from Mulberry Yard in Mulberry to the CF Industries ("Central") facility near Crystal Springs, will generally go north through Plant City on the Yeoman Sub between 7:15 and 9:00 in the morning. Power for this train can be a GP40-2/Slug set, pairs of GP38-2s, GP or SD40-2s, or even GE Dash-8s. If there is opposing Tampa-bound traffic coming south on the Yeoman Sub, or a train is nearby on the "A" line, 0800 may be held out south of town. At other times, the AA dispatcher will let 0800 go north, with the proviso that they call and notify him once they are "locked up and in the clear at Central," so that southbound trains can get by. If no Yeoman Sub trains are

THE TROPICANA JUICE empties were southbound on R409 (**above**) at the north end of Vitis on May 4, 1996, with an AC44-9W and a B36-7. A C40-8 and AC44-9W had a Tampa-bound N130 coal train (**below**) at Plant City on April 16, 1996. A Cotton Belt GP60 (**right**) was leading Q601 onto the Vitis Sub just east of the Lakeland depot in 1994.



imminent, the AA dispatcher will give 0800 time between Knights and Zephyrhills to work at Central and come back south. On the Lakeland Sub, R184, the intermodal train out of Uceta Yard in Tampa, normally passes through Plant City between 7:30 and 9:00 a.m., as well. It is not uncommon to have the R184, any one of several southbound trains on the Yeoman Sub headed for Tampa and the 0800 all converging on Plant City at once.

After 0800 runs, follow him north out of Plant City up State Road (SR) 39. As of this writing, the Plant City to Vitis segment of the Yeoman Sub is still jointed rail, so roll down your car window and listen to the clickety-clack! He'll pass a talking detector at Knights, formerly the location of a short controlled siding, now a spur. Leave 0800 behind at Central and continue north. At the junction with County Road (CR) 535 north, turn right (east). Take CR 535 for about five more miles (crossing the Yeoman Sub twice) to Vitis Junction. At this point, the highway becomes CR Alternate 35 north and parallels the Vitis Sub from Vitis Junction north to Dade City, where it joins the US 98/301 truck bypass. You'll see the former-ACL depot where Amtrak stops (southbound P091 at 9:26 a.m., and northbound P092 at 5:53 p.m.). Continuing north past the depot, stay on the bypass to US 301 and go about a mile to Jordan Road. Turn east (right) on this dirt road and go about a quarter mile. This will bring you to the absolute signals at the north end of Dade City siding. Continuing north up US 301, access to the railroad can next be obtained by turning right at the Citgo station onto Gould Road. Further up US 301, the railroad again comes into view at the former location of Owensboro. Turn right onto Mickler Road to reach the south end of Lacoochee siding or, just beyond in the village of Trilacoochee, turn right on SR 575 and go about a half mile to the north end of Lacoochee siding. Lighting here (and at the north end of Dade City) will be about the best you can do for morning northbounds during the late fall, winter and early spring.

Continuing north on US 301, the railroad doesn't come back into view for about eight miles, just north of the Little Withlacoochee River and the Hernando/Sumter County line. Then, for about six and one half miles into Bushnell, the track and highway run side by side. Good side-by-side pacing of freights is possible here, but in the morning, trains will be backlit. Don't try to pace Amtrak P091! He'll be moving much faster than the highway speed limit of 55 m.p.h. At Bushnell, US 301 will turn right and cross the tracks. You may want continue straight up SR 475 for about three miles, then turn right on CR 532. This will bring you back to US 301 and, more importantly, will let you check the southward absolute signal at the north end of Bushnell siding. Unless a southbound train is very close, this signal will be dark. At the end of CR 532, less than a quarter mile, turn left to continue north on US 301. The highway will be away from the railroad for about six miles through Sumterville until you reach the town of Coleman. Turn left at the traffic light and go one block to get to the end of double track. The absolute signals are always lit in both directions, and headlights of southbound trains are visible leaving Wildwood, over four miles away. Take US 301 north from Coleman to Wildwood and turn left at SR 44A to reach the south end of Wildwood Yard, or continue north through town on US 301 past the depot, cross the north end of the yard on a bridge and turn right on CR 462 to reach the absolute signals at the north end of Wildwood. From Wildwood, you can easily return to Tampa or Orlando in about an hour via I-75 or the Florida Turnpike.

If you go back to Plant City, 0821 will come up from the Bone Valley between noon and 1:00 p.m. and go north to Central on the Yeoman Sub, coming back south an hour or two later, much as 0800 does early in the morning. On the Lakeland Sub, R453 will generally leave Tampa between 1:00 and 2:00 p.m. and head for Auburndale and the Miami Sub. If R441 has run to Winston in the morning, it may continue to Tampa on the Lakeland Sub in the early afternoon with an abbreviated consist. With luck, Q258, R441, R453, 0821 and (on the right days) K650 can all be seen at Plant City in the afternoon.

A few words of warning

CSX operating personnel are generally friendly, but maintenance personnel and railroad police will discourage trespassing on railroad property. Keep in mind that Florida's subtropical climate means that wet or low lying areas near the tracks may be home to alligators and/or poisonous snakes. If visiting during warmer months of the spring, summer or fall, bring plenty of insect repellent. Also, when driving, keep within posted speed limits. Traffic tickets issued to out-of-state tourists are a major source of revenue for many rural Florida municipalities.

If you get up early enough and stay until noon, you'll probably get at least four CSX freights and Amtrak P091 on the Vitis Sub. Non-railfan family members can sleep late, go to brunch or lay out by the hotel pool in the morning, and you'll be back in plenty of time to go to Busch Gardens or Universal Studios early in the afternoon.

GOOD

PHOTOGRAPHY: STEVE SCHMOLLINGER

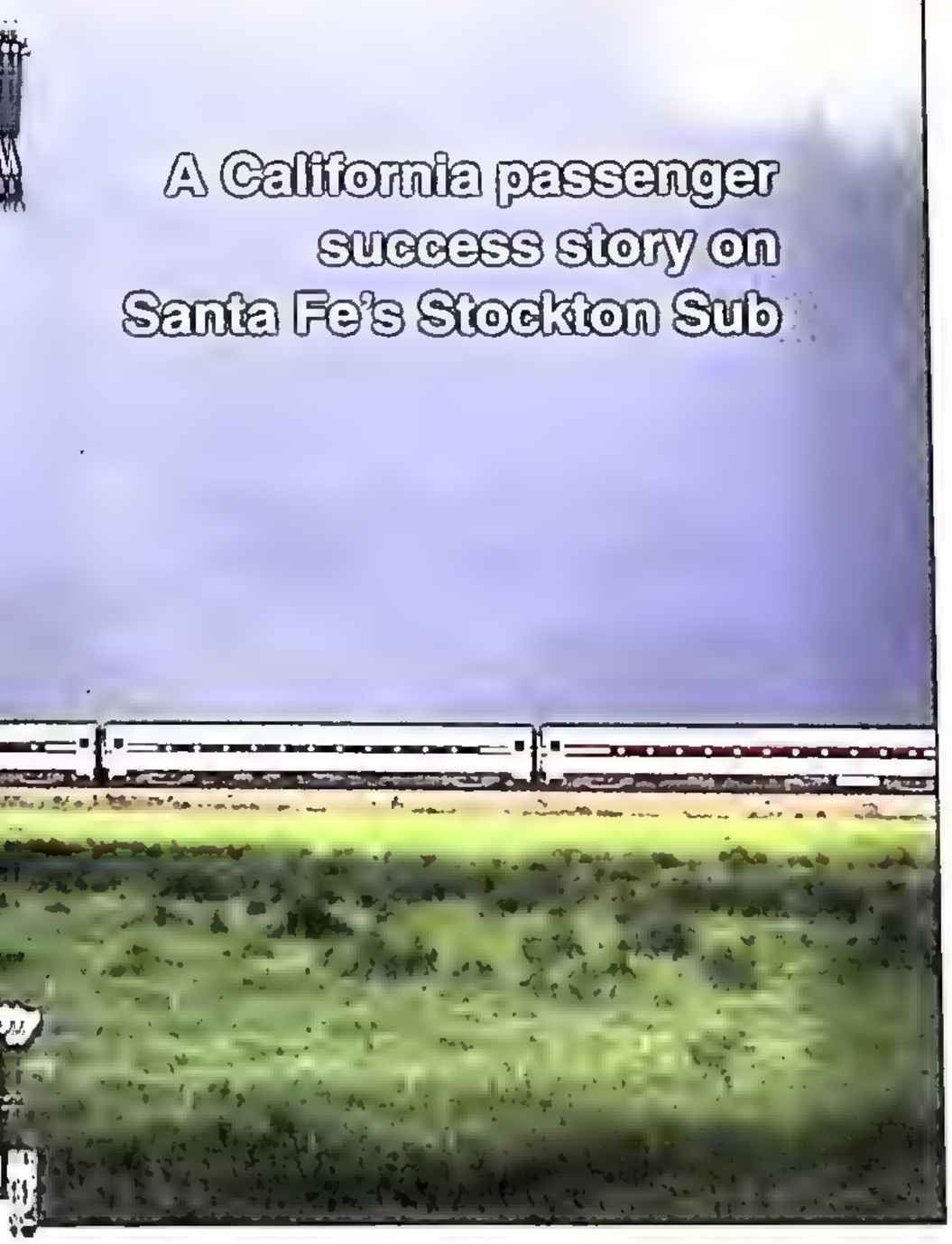
"SANTA FE STOCKTON SUB dispatcher to the 138 West."
"This is 138 West. Go ahead, over."
"Yeah, I'm gonna have to keep you at Riverbank for two Amtraks, one east and one west."
"Okay, dispatcher. We'll hang tight. Anything after that?"
"Nope. I wanna keep you guys moving. I've got that 858 West behind you."
"Stockton Sub dispatcher to Amtrak 2007 West."
"This is Amtrak 2007 West. We're just going through Denair."
"Two-thousand-seven, I'm gonna put you in at Escalon for a meet with 716."
"All righty. Can you let Stockton know that we'll need to pick up some more ice?"
"Will do. Stockton Sub dispatcher to Amtrak 238 East."
"This is Amtrak 238 East."
"I'm gonna bring you guys down the main at Escalon for a meet with 715, and I've got two Santa Fes waitin' for you, one at Riverbank, and the other at Empire."

SOUND LIKE the Stockton Sub dispatcher's busy this afternoon? Yep. Is it unusual for him to be this busy? Definitely not! The Stockton Subdivision of the Santa Fe Railway, now part of Burlington Northern Santa Fe (BNSF) Corporation, is not known for its heavy traffic. It stretches 194 miles from Fresno, California, to Richmond on San Pablo Bay, across the water from San Francisco. Although it's currently the carrier's only line into the San Francisco Bay Area from other points on its vast system and sports such hot symbols as the famous 199 and 991, traffic on the sub is nothing compared to the consistently dense action you'll see on Tehachapi or Cajon. What makes the Stockton Sub noteworthy nonetheless is a daily contest between freights and eight *San Joaquin* passenger trains vying for the main line and dispatcher's attention. The passenger trains originate on the Southern Pacific in Emeryville or Jack London Square (since Oakland's 16th Street Station is no longer used), and switch to AT&SF at Port Chicago (26 miles east of Richmond) via a high-speed connection directly controlled by the Stockton Sub dispatcher. In the not-too-distant future, the California Department of Transportation (a.k.a. "Caltrans"), which funds roughly 75% of the *San Joaquins*' $18 million annual budget, wants to increase the number of trains to twelve, so the sub's operations should become even more interesting with time.

by Steve Schmollinger

TIMES FOR THE *SAN JOAQUINS*

A California passenger success story on Santa Fe's Stockton Sub



A rainbow of motive power

In the early days of the *San Joaquins* (read "the early 1970s"), Amtrak assigned ex-SP FP7s to the Oakland-Bakersfield run, which consisted of one train in each direction per day. For a time, these passenger F's kept all their SP markings, including their numbers. Later, Amtrak repainted them into its red, black and platinum mist scheme. In 1973, ex-UP E9s showed up, some still in Armour yellow. In the early 1980s, all vintage power disappeared as the F40s took over. The "boom boxes," as Amtrak's long-time standard locomotives are sometimes called, reigned supreme until the early 1990s. Since then and almost overnight, the trains' motive power regime has changed dramatically.

In 1993, Caltrans took delivery of two General Electric P32s, numbered 500 and 501, arrayed in Amtrak's new "Pepsi-can" scheme, both of which were assigned to the *San Joaquins*. Then came its order for nine F59PHI's, numbered 2001-2009, with their futuristic, streamlined look, officially dubbed "California" locomotives and called "rocket ships" by locals. They came arrayed in Caltrans' new blue, orange, silver and yellow scheme, and after they arrived the agency had its two P32s repainted into the same colors and renumbered to 2051 and 2052.

The first passenger cars used on the *San Joaquins* were hand-me-downs from roads that joined Amtrak, but these were soon replaced by Amfleet "cigar tubes," then

AMTRAK P40 802 had *San Joaquin* 716 eastbound in mid-afternoon at Bixler, between Knightsen and Orwood, in March 1996. "Rocket ship" California F59PHI 2007 (**opposite**) was on 715 at Esaclon; this is one of the trains in the dispatcher's conversation related on page 34.

Superliners, and in 1990 by Horizon Fleet cars. In 1995, bilevel "California Cars" began rolling out of MK Rail Corporation's plant in Pittsburg, Cal., each bearing the name of a mountain or river in the Golden State and arrayed in the same colors as the F59s. MK Rail began to flounder financially before it had delivered all 66 cars Caltrans had paid for, but it now appears that Amerail in Hornell, New York, which took over for MK, will complete the job. At this writing, a total of 25 Cal Cars, including one food service car, have entered service. Until the remaining 41 cars arrive, only trains 711, 712, 717 and 718 use Cal Cars — because they have cab cars for the back-up move between Emeryville and Oakland and don't need an SP switcher, these Cal Car trains now use the new Amtrak station at Jack London Square.

ONE OF THE CALIFORNIA F59PHI's had 713 breezing westward east of Corcoran **(right)** in July 1995 with a Horizon Fleet consist. F40 231 had apparently bought the farm on 713 in April 1985 **(below)** and needed a Santa Fe GP30 to bail it out. The train is shown just west of the SP diamond at Stockton Tower.

STILL IN ITS FACTORY "PEPSI CAN" LIVERY, P32 501 was on 712 at Ozol (Martinez) in May 1995 **(opposite bottom)** as it met some road-weary SP Geeps. The 501, owned by Caltrans, has since been repainted into the new California colors and renumbered 2052.

Going with the flow

Depending on the time of year and state of the economy, the Stockton Sub rates 18 to 24 freights per day. Motive power includes all types, from venerable blue and yellow GP30s, 35s and 39s on switching jobs, to red and silver B40-8W's, C40-8W's, C44-9W's and SD75M's on automobile, intermodal, steel and manifest trains. Occasional BN units have also begun to show up. Santa Fe tends to run most of its westbounds during daylight and the bulk of its eastbounds at night. The entire subdivision is currently single-track, with Track Warrant Control (TWC) from Richmond to Stockton and Centralized Traffic Control (CTC) from Stockton to Fresno. When there's lots of movement in either direction between 8:00 a.m. and 8:00 p.m., considerable congestion results. The worst tie-ups occur where road freights do a lot of switching on the main at places like the Empire intermodal facility (east of Modesto) or across the San Joaquin Delta. The railroad permanently fixed the problem at Empire in 1995 by adding a second bridge and main track over the Toulumne River, allowing *San Joaquins* and hot freights to run around trains blocking the original main.

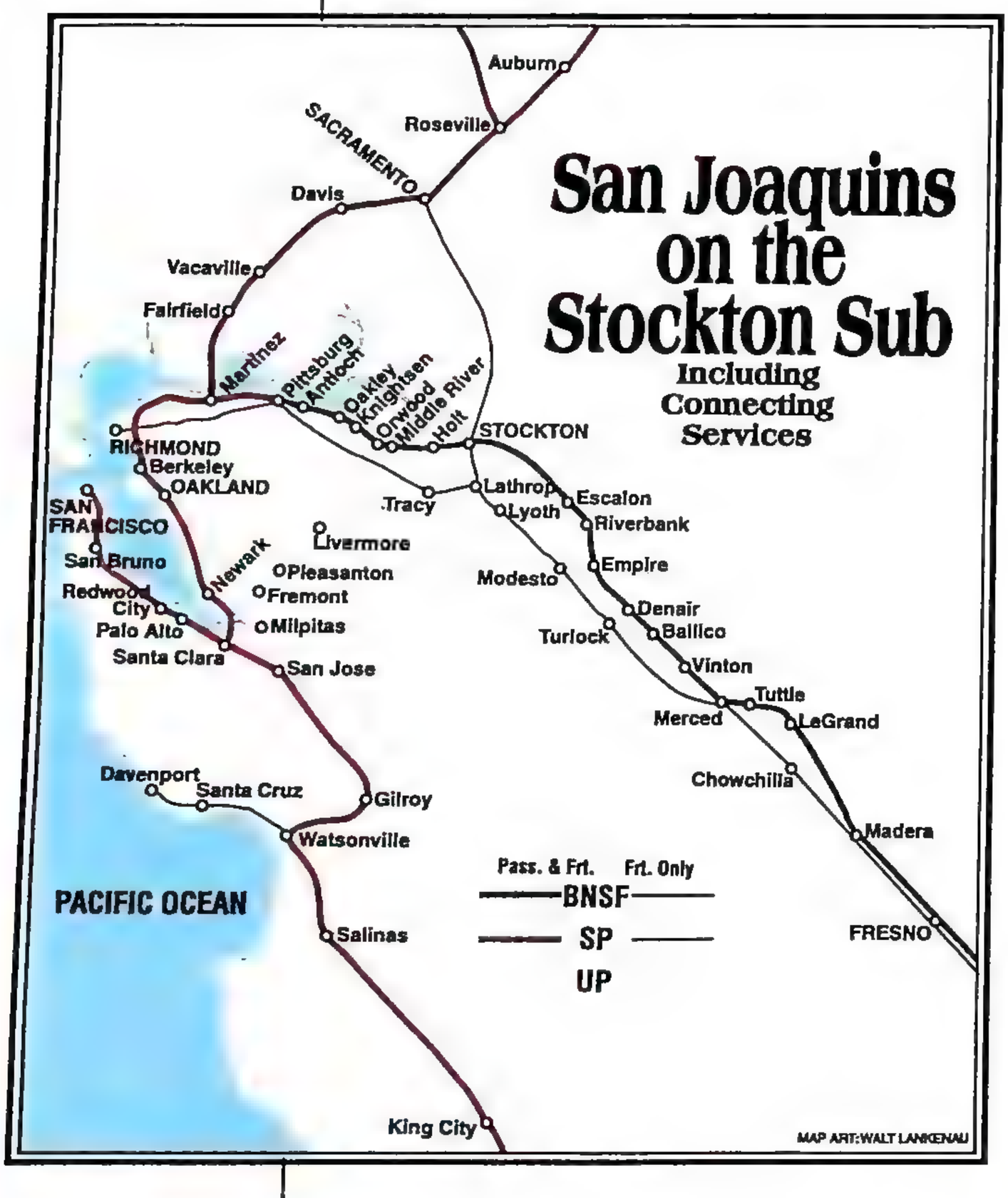
The San Joaquin Delta has long been a bottleneck for the railroad. The Santa Fe has eight sidings in the delta — Gillis, Holt (named for Benjamin Holt, inventor of the Caterpillar-tread tractor), Trull, Orwood, Knightsen, Oakley (for work trains and storage only), Sando and Pittsburg — all of which are manually

operated under TWC but equipped with spring switches. Thus, unless the dispatcher is able to time meets perfectly, passenger trains coming across the delta must sometimes wait for freights to head in, causing delays. Also, a meet between *San Joaquins* means a delay for at least one of them. To decrease or eliminate delays, Caltrans/Amtrak has given AT&SF $54 million in Proposition 108 funds to connect the sidings of Holt and Trull and the sidings of Orwood, Knightsen and Oakley, creating about 13 miles of double track, and to extend CTC from Stockton to Oakley, allowing trains to run on either track in either direction. The only piece of single track left in the center of the delta will then be the one-mile trestle between Middle River and Orwood, which the railroad has slowly been converting from wood to cement over the past decade. The Santa Fe began the slow-paced double-tracking project in 1995 by preparing the new grade for the second main track. In 1996, it has been installing new bridges for the additional main, as well as new bi-directional signals.

As a result of the UP-SP merger, the Santa Fe in the San Joaquin Valley could see a net gain in freight traffic in the near

A PAIR OF GP15-1s of Missouri Pacific heritage were on a UP steel train at Knightsen in April 1994 (**opposite top**) meeting a *San Joaquin* behind F40PH 314.Twenty years earlier, SP FP7s (**opposite above center**), in SP and Amtrak liveries, had a *San Joaquin* meeting a northbound Santa Fe freight at Merced.

future. Under an agreement with UP-SP, BNSF gains, among other things, trackage rights up the Feather River Canyon and buys the High Line from Keddie to Bieber, giving it a connecting route from southern California to the Pacific Northwest. New "I-5 Corridor" trains on this route will run from Barstow to Stockton, where they'll switch to UP-SP. In addition, connections from the AT&SF to UP-SP in Stockton will certainly make life more hectic for the Stockton Sub dispatcher as well as the operator of Santa Fe Stockton Tower.



straight as the railroad. You usually have to set up for one good shot and then wait 'til the next train passes. When you're lucky enough to witness a meet between two *San Joaquins*, you'll have a little more time to compose more shots. Another way to give yourself more time to photograph a train at a single location is to set up at one of the stations on the Stockton Sub, which include Antioch, Stockton, Empire, Merced and Fresno. Here you can catch views of not only the train but also the passengers and Amtrak personnel as well. There are also good close-up shots of names and other details on California Cars. The classic former-Santa Fe depots, like the one at Stockton, are also very photogenic.

Highway 4, dubbed the "California Delta Highway," parallels the Santa Fe in spots across the delta, but in most of this territory you'll have to use county roads. At over 8,000 feet, Knightsen (MP 1141.9) is the longest siding east of Stockton and therefore a spot for frequent meets. Orwood (MP 1136.8) sports a drawbridge and live operator for controlling the span over the Old River. No vehicle roads cross the delta near Orwood, but traffic on the river is almost constant. Santa Fe keeps maintenance-of-way equipment and also a Burro crane here for work on the trestle to Middle River. In the last few years, the railroad has "lost" communication wire and other items at Orwood and has subsequently hired a security service to keep a guard there around the clock. If you want to shoot at Orwood, you're well-advised to do it from the south side of the grade crossing leading to it. Crossing to the north side will result in your license number being noted before you're asked to leave. To reach Middle River (MP 1134.8, just west of the siding of Trull), get back on

THE AMTRAK RED-NOSE IMAGE was in evidence on a westbound *San Joaquin* at Merced (**opposite below center**) with ex-UP E9 429 in March 1974. In March 1995 (**opposite bottom**) Pepsi can P32 502 had 715 westbound in late afternoon sun passing the river delta boathouses at Orwood.

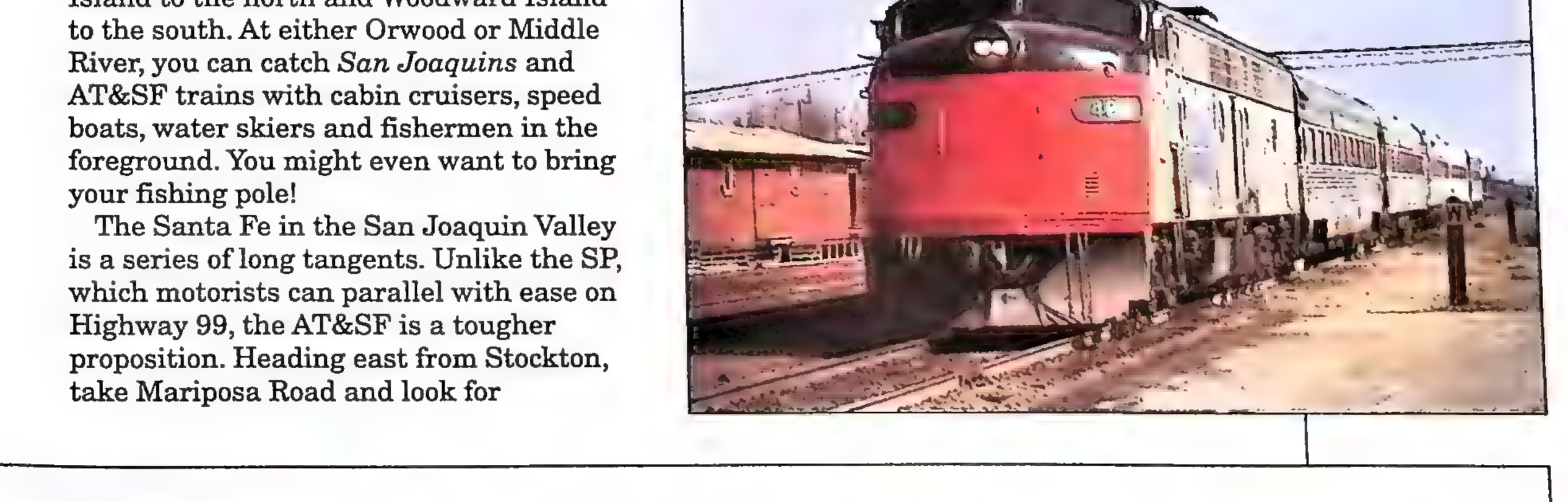
Amtrak and Caltrans also want to add a train connecting Stockton and Sacramento — they currently use buses — and a high speed connection between the Santa Fe and its merged competitors should help facilitate this.

Photographing the *San Joaquins*

Many good spots exist for shooting the *San Joaquins* on the Stockton Sub, but don't bother trying to chase them across the San Joaquin Delta or down the Valley. They're too fast, and most roads aren't as

Highway 4 and drive east until you come to Bacon Island Road, and take it back west. After about eight miles, you'll come to the bridge, part of which you'll cross under. Although the railroad installed it as a drawbridge, its lift span is now permanently in the "down" position. Middle River has spectacular views of the delta and the Coast Range, most notably 3,700-foot Mount Diablo. The Army Corps of Engineers built channels connecting the Old and Middle Rivers on either side of the Santa Fe's mile-long trestle, with Bacon Island to the north and Woodward Island to the south. At either Orwood or Middle River, you can catch *San Joaquins* and AT&SF trains with cabin cruisers, speed boats, water skiers and fishermen in the foreground. You might even want to bring your fishing pole!

The Santa Fe in the San Joaquin Valley is a series of long tangents. Unlike the SP, which motorists can parallel with ease on Highway 99, the AT&SF is a tougher proposition. Heading east from Stockton, take Mariposa Road and look for



WITH THE BROAD EXPANSE of Suisuin Bay in the background, P40 802 had 716 eastbound at Antioch on an early afternoon in March 1996 with a Horizon Fleet consist. As the new bilevel Cal Cars are delivered, they will be put on the *San Joaquins*. the mid-day trains, 714, 716, 713 and 715 terminate at the Emeryville station on the north side of Oakland because they require an SP switcher to move them backwards down to the new Amtrak station at Jack London Square. The Cal Car equipped trains, presently 712, 718, 711 and 717 now utilize their cab cars for the back-up move and use the Jack London Square station.

crossroads that also cross the tracks. Further east, Route J7, also called "Santa Fe Avenue," closely parallels the rails in some long stretches which eventually jog through towns or follow property lines that make continuous pacing difficult. This is 79-m.p.h. country for Amtrak and 70-m.p.h. territory for most Santa Fe symbols (some are restricted to 55). Between Stockton and Fresno, some of the best places to shoot the *San Joaquins* are where the railroad crosses the larger rivers that are part of the Sierra Nevada watershed. The Santa Fe has substantial bridges over the Stanislaus River at Riverbank (MP 1095.6), the Toulumne River at Empire (MP 1089.2), the Merced River at Cressey (MP 1061) and the San Joaquin River at Fresno (MP 998.1). The right-of-way skirts farms and ranches, and the cattle-studded landscape is especially picturesque from late February to mid-April when it's dressed in green grass, yellow mustard flowers and white almond blossoms.

In an era of the "incredible disappearing railroad," it's nice to see a part of the industry

Amtrak's Daily *San Joaquins*

712	714	716	718	STATIONS	711	713	715	717
7:00A			5:30P	Jack London Square	11:20A			10:10P
7:22A	10:55A	2:10P	5:52P	Emeryville	10:49A	3:25P	6:20P	9:39P
7:27A	11:00A	2:15P	5:57P	Berkeley	10:42A	3:06P	6:05P	9:32P
7:36A	11:09A	2:24P	6:06P	Richmond	10:35A	2:58P	5:58P	9:25P
8:09A	11:41A	2:56P	6:38P	Martinez	10:06A	2:30P	5:29P	8:56P
8:34A	12:06P	3:21P	7:03P	Antioch-Pittsburg	9:39A	2:03P	5:02P	8:28P
9:11A	12:42P	3:57P	7:39P	Stockton	9:30A	1:30P	4:29P	7:55P
9:39A	1:10P	4:25P	8:08P	Riverbank-Modesto	8:34A	12:59P	3:57P	7:21P
9:55A	1:28P	4:41P	8:25P	Denair-Turlock	8:17A	12:41P	3:40P	7:03P
10:19A	1:52P	5:05P	8:49P	Merced	7:56A	12:19P	3:18P	6:41P
10:50A	2:23P	5:36P	9:20P	Madera	7:22A	11:46A	2:45P	6:08P
11:15A	2:52P	6:05P	9:45P	Fresno	7:00A	11:25A	2:20P	5:45P
11:51A	3:25P	6:38P	10:18P	Hanford	6:23A	10:45A	1:43P	5:09P
12:07P	3:43P	6:54P	10:34P	Corcoran	6:02A	10:27A	1:25P	4:51A
12:38P	4:14P	7:25P	11:05P	Wasco	5:31A	9:56A	12:54P	4:20P
1:20P	4:50P	8:05P	11:45P	Bakersfield	5:05A	9:30A	12:25P	3:50P

ONE OF THE CALTRANS repainted P32s, 2051 was accelerating the Horizon Fleet 714 through Sando in December 1995. The Amtrak station sign (**below**) at Antioch produced an interesting twilight image.

out West where a variety of operations and rolling stock has blossomed from a previously monotone and low-profile enterprise. Caltrans' overhaul of the *San Joaquins* has helped the trains attract more than 500,000 riders per year, and with its strong desire to add four more *San Joaquins* and a Stockton-Sacramento connection, the prospects for increasingly interesting operations in the future across the delta and San Joaquin Valley appear bright.

"AS THE SUN SINKS SLOWLY IN THE WEST we bid a fond farewell to the San Joaquins ...". So much for Hollywood drama; reality finds the evening westbound 717 (**above**) at Sando in July 1995. A few weeks later, Santa Fe 681 East was at Knightsen (**right**) for the 717. The Santa Fe Dash 9-44CW was meeting an Amtrak Pepsi can P32 in a demonstration of big-time General Electric motive

The "Charlie

PHOTOGRAPHY, DALE JONES

The short history of the Lewistown, Montana, "Charlie Russell Chew-Choo" confirms that a small, relatively unknown dinner train can be successful. The "Chew-Choo" developed out of a concept that the Lewistown Chamber of Commerce and the Yogo Inn conceived in 1994. Central Montana is rich in railroad history, with roots going back to Richard Harlo's "Jawbone" Montana Railroad terminating at Lewistown in 1903. The Great Northern and Milwaukee Road entered in the early 1900s with the planned-but-never-built GN subsidiary Montana Eastern, which was graded a few miles east out of Lewistown toward

THE FORMER-MILWUAKEE ROAD 1391-foot-long timber trestle over Spring Creek had Central Montana GP9 1824 and leased Northwest Rail Museum *Daylight* cars running as the Chew-Choo in July 1995. At Spring Creek Junction (below) the train is following the Milwaukee line while the former-GN angled down in the foreground. The blue Geep exited Hoosac Tunnel (**below left**) about 15 miles furthr west — sounds like the Boston & Maine!

Russell Chew-Choo"

by Dale Jones

A Montana dinner train featuring big trestles and Hoosac Tunnel

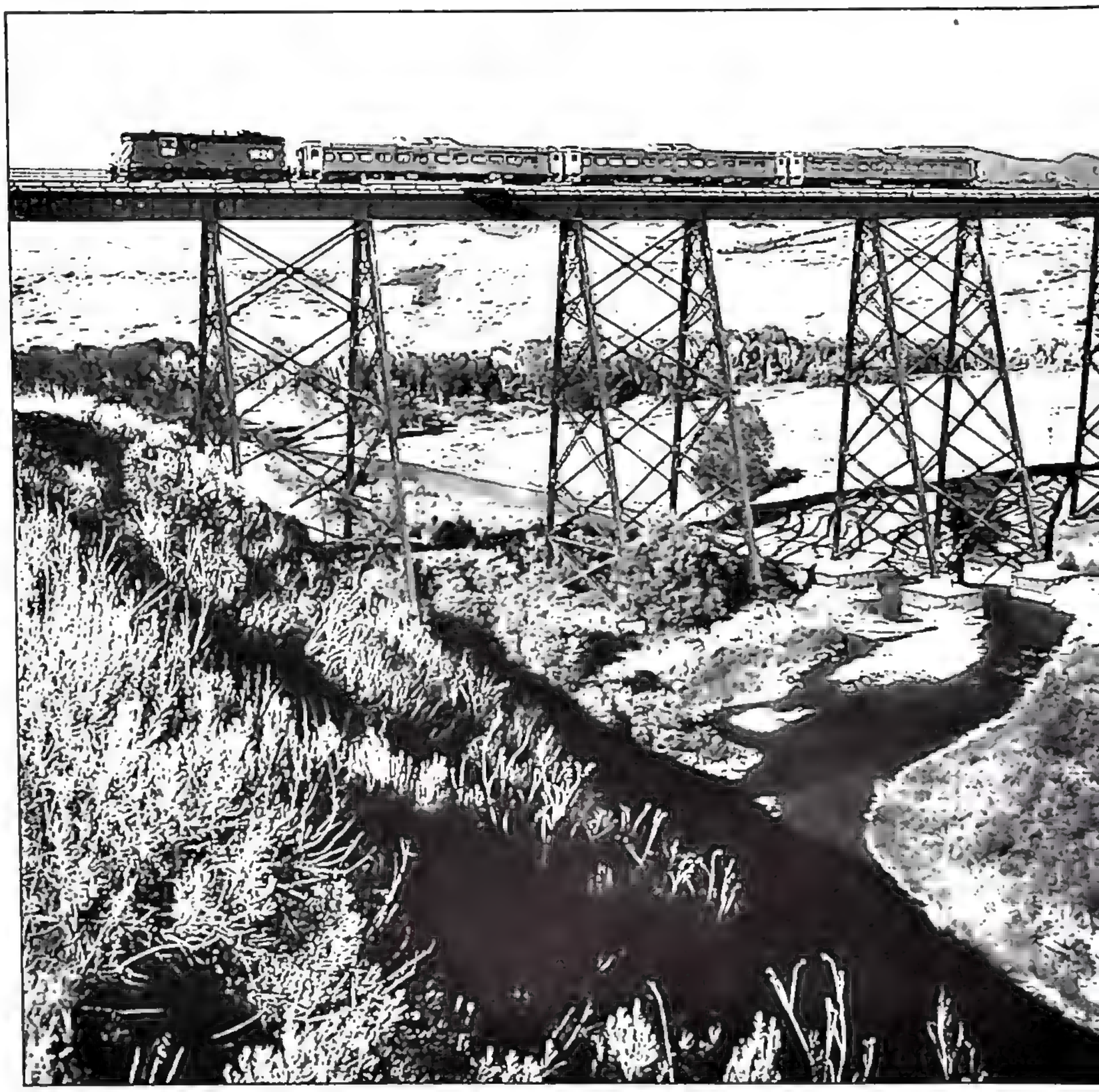
New Rockford, North Dakota. The famous cowboy painter Charles M. "Charlie" Russell also spent time in the Lewistown area painting and creating genuine Montana folklore. The idea behind the "Charlie Russell Chew-Choo" is to capture the essence of the railroad heritage of Central Montana and also the beautiful scenic backdrop that Charlie Russell portrayed in his vivid Western paintings.

It has been three seasons since the Chew-Choo was started with leased rail cars from the Northwest Rail Museum in Portland, Oregon. The 1996 season has brought enough experience and stability that the Lewistown Chamber of Commerce decided to purchase their own rail cars for the train, five stainless steel motorless Budd RDC coaches were purchased from the North Shore Scenic Railroad in Duluth, Minnesota. The cars were built in 1955 and 1956 for the Boston & Maine as part of the biggest RDC fleet in the world. Four of the cars are the rare RDC9 model, 94-seat powered coaches intended for mid-train use and built with no control cabs. The 6138 is a conventional 90-seat RDC1. The cars' previous owner, Massachusetts Bay Transportation Authority, de-powered the RDC9s and used them in Boston commuter service. The RDC1 still has its power equipment.

Three cars, the 6906 *Tischler Creek*, 6916 *French River* and 6138 *Knife River* have their seats removed and tables set up for dinner train service. The other two cars, 6926 *Talmadge River* and 6918 *Lester River* are stored on the east end of the huge 1391-foot-long Spring Creek wooden trestle at Hanover awaiting future dinner train expansion or use as parts suppliers. Lisa Gilbert of the Lewistown Chamber of Commerce hopes that the Chew-Choo cars will soon be painted into new dinner train colors. Agreements between the Central Montana Railroad (which runs the train), the Yogo Inn (which supplies the staff and caters the food) and the Main Connection travel agency (which takes the reservations and sells tickets) allowed for about two dozen scheduled trips between June 14 and September 21, 1996, and Halloween, Christmas, New Years and Valentines Day trips are planned between now and the 1997 season beginning in June.

Blue Geeps and silver Budds

Central Montana Railroad GP9s head up the dinner trains; these high-nosed Geeps were built for the Great Northern in the mid-1950s and still operating on trackage to which they were originally assigned when they started their careers.



THE JUDITH RIVER STEEL TRESTLE just west of Ware is over 1953 feet long. On July 12, 1996, Geep 1824 had a train of the new former Boston & Maine Budd RDC cars.

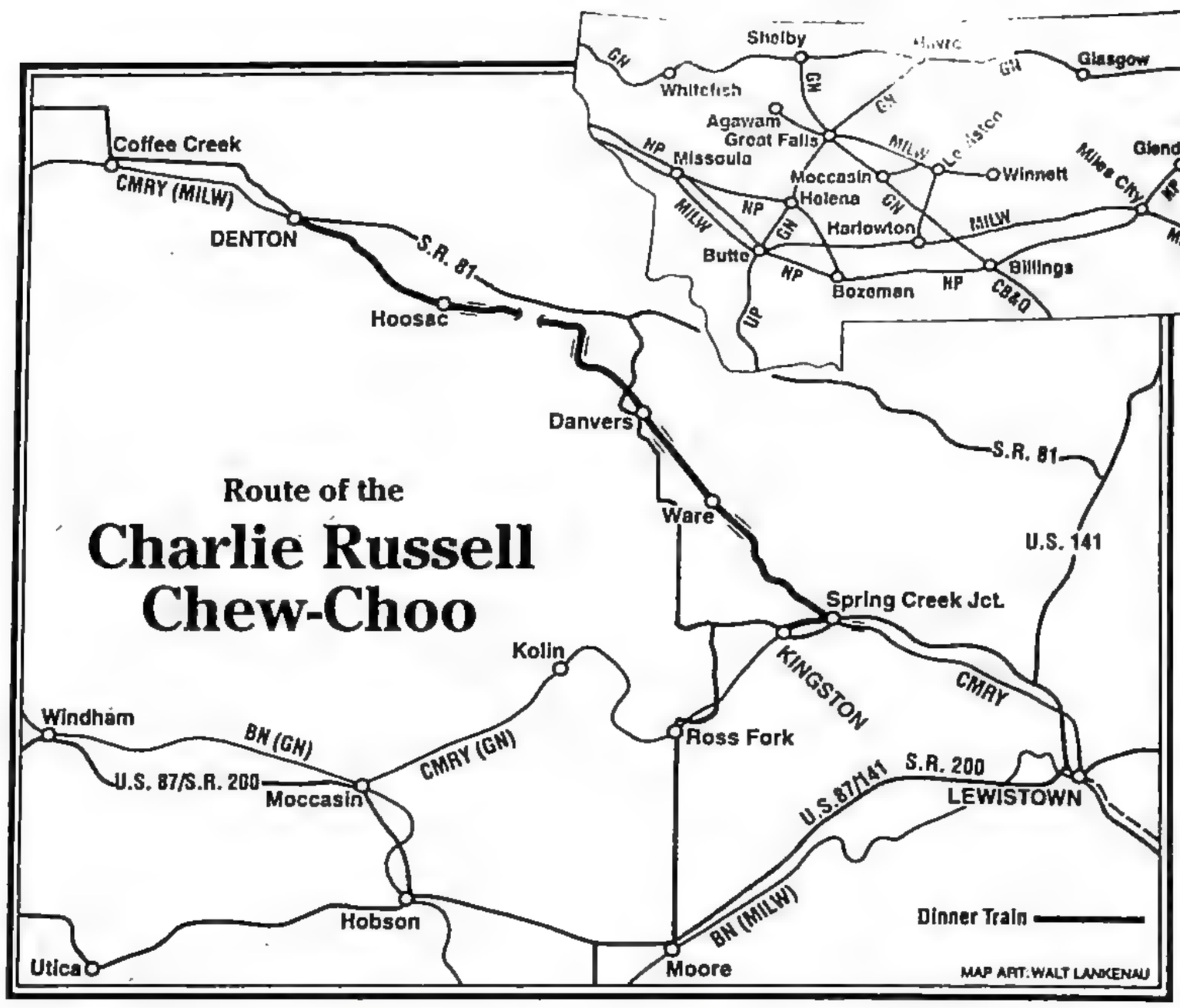
The Charlie Russell Chew-Choo rail route starts at Kingston, Montana, near Spring Creek Junction on the former-GN branch from Moccasin to Lewistown, completed in 1912. After leaving Kingston the Chew-Choo quickly passes onto former Chicago, Milwaukee, St.Paul & Pacific rails that were once part of the Milwuakee's hoped-for "second main line" from Lewistown to Great Falls that was supposed to continue on southwest beyond Great Falls and connect with the electrified main line near Missoula. The Milwuakee spared no expense in the construction of this second main line, which never fulfilled its destiny as anything other than a branch.

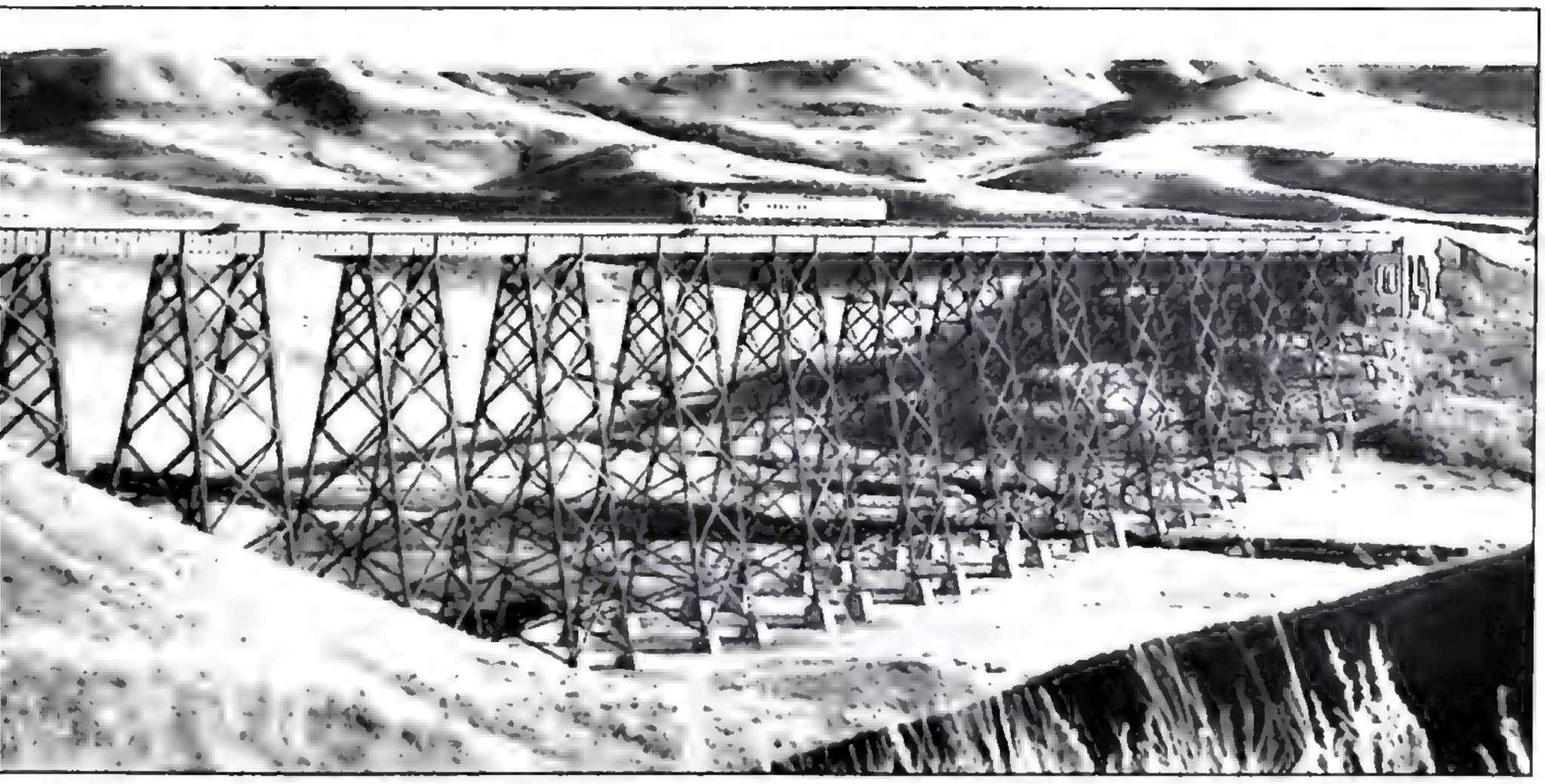
The 136-mile Lewistown-Great Falls line encounters numerous large valleys and has several grades to climb, with six tunnels on the route. A few miles out of Kingston the dinner train passes over the first of three spectacular steel

and concrete viaducts, the Judith River crossing, a 33-span trestle roughly 150 feet high and 1953 feet long offering breathtaking views of the river valley, the nearby South Moccasin Mountains and distant Snowy, Little Belt and Highwood mountains.

After passing the old townsite of Ware, the Chew-Choo heads for the second bridge near Danvers, the 22-span Indian Creek trestle, again roughly 150 high and 1303 feet long. Danvers (look for the old Milwuakee Danvers depot on a ranch south of town a hill) is the last "civilization" to be seen until Denton. A short distance out of Danvers is the longest remaining operating Milwuakee steel trestle in Montana. The 150-foot-high Sage Creek trestle is over a third of a mile long (1698 feet).

Shortly after the fantastic Sage Creek trestle, the Chew-Choo enters the darkness of the 2014-foot Sage Creek/Hoosac tunnel — the name Sage Creek is cast into the concrete on the east end of the tunnel with Hoosac on the west end, hence the double name.





SAGE CREEK TRESTLE, 1698 feet long and 150 feet high, is the longest former-Milwaukee Road trestle still in service in Montana. To get a feel for the size of the nearby Hoosac/Sage Creek Tunnel, consider that the bore is 2014 feet — 316 feet longer than the bridge shown here! The train with the leased *Daylight* cars is shown here in July 1995.

Built in 1912-'13 the Sage Creek-Hoosac Tunnel is 16 feet 6 inches high and 21 feet wide, dug 300 feet underground. It is the longest (and only active) tunnel on the Lewistown-Great Falls line. Between the tunnel and Denton the dinner train passes through the vast wheat and barley fields that are the heart of the region's economy. The final destination of Denton is a small farming town typical of rural Montana. The community owes its existence to the railroad, as it was established as a Milwuakee Road "homestead" town.

Today the Central Montana Railroad, which has its headquarters here, hauls grain from the Denton area to Moccasin for interchange with the Burlington Northern's Billings-to-Great Falls line.

After a brief "potty" stop and engine run-around, the Charlie Russell Chew-Choo returns the 28 miles back to Kingston. Future plans (dreams?) are to possibly reopen the five miles of trackage from Spring Creek Junction and Lewistown.

Chew-Choo Chow

The Yogo Inn of Lewistown supplies the staff and fine catered dinner. The menu is usually a complete prime rib dinner with chicken or vegetarian meals available if requested in advance. The Yogo Inn is located in the original Milwuakee Road brick depot in downtown Lewistown. In the 1950s the Lewistown community developed the then-vacant depot into a motel. Keeping the basic structure intact, the Yogo Inn has been transformed it into a 121-room motel and convention center vital to Central Montana tourism.

Depending on the season, the Charlie Russell Chew-Choo departs at 5:00 or 6:00 in the evening, returning three and a half hours later. The $69.00 price includes catered dinner and train trip, gratuity not included. Reservations are recommended, as the Chew-Choo sells out quickly. Contact Main Connection Travel, P.O. Box 1123, Lewistown, MT 59457 (406/538-2527 or 800/735-7886) or the Lewistown Chamber of Commerce at 406/538-5436.

A Ride With "Big Arthur."

BY BURKE JENKINS.

Night Run With the Best-Known Engineer in the Country-A Man Too Busy With His Engine to See the Romance of His Daily Work.

A RAILROAD is as good as the men who run its trains. No matter how fine the rolling-stock may be, how smooth the road-bed, how powerful the engines, or even how active and able the officers of the road, it is the men in jumpers and overalls who make the road's reputation — or mar it. The engineer with his hand on the throttle, the fireman standing on the swaying "deck" of the engine, the brakeman balancing along the tops of bounding freight-cars, the men who throw the switches or watch the crossing gates, are the men who really "run" the road.

They are the men who have the real stories of railroading stored away in their memories — and happy is the man who can unlock that storehouse. Taciturn, serious, unimaginative, they make their regular runs as quietly as they eat their dinners, and it is quite as much a matter of course with them. To Big Arthur and his comrades a dash through the night in the cab of a hundred-ton locomotive whirling two hundred human beings behind them at a mile a minute is merely a matter of a certain number of miles to run in a certain number of hours and minutes. The only difference between a good and a bad trip is found in the difference between the schedule and the actual time.

Daily pursuing the most romantic calling among the occupations of landsmen they are sedate, quiet, deliberate. If they were otherwise, they might be more picturesque, better subjects for the artist and the novelist, but far less trustworthy custodians of the lives committed to their care.

THE taciturnity of the locomotive engineer is proverbial. In fact there seems to be a quality in the calling which creates this trait. Engineers are a silent lot.

Grant your old salt an attentive ear and an often replenished glass and it is you who must stop the flow of reminiscence. But happy is he who can induce these men of the track to "open up."

Warned of the difficulty, but fired with the purpose, I struck out one hot day for the round-house of the New York Central Railroad at Mott Haven. There, in the little office of S.J. Delaney, master mechanic, I met Engineer Davis and Engineer Arthur Allen, "Big Arthur," the veteran of over thirty-five years' service.

Cigars were produced and conversation promptly languished. I wheedled for stories with bait-covered inquiries. Result: *nil*.

"Never saw anything worth speaking about out of the ordinary run, have you, Arthur?" This from Davis.

"No, nothing much," agreed Big Arthur between puffs.

"Never been in an accident?" I queried.

Both eyed me attentively a moment; then agreed upon a negative.

"Never reach out nobly from the cowcatcher to save the oblivious little tot?" I attempted facetiously, for it was to test the verity of just such yarns that I was there. Both men caught the note.

No Hero Business About It.

"One thing you can lay down for certain," said Big Arthur most emphatically, "there's none of this here hero thing about engineering. It's all just a matter of business; understand?"

I understood, and longed all the more heartily for some of those yarns which Davis, in an aside, assured me fairly oozed from the pores of this Big Arthur who so strenuously denied the accusation of heroism.

"Why, that old Arthur over there he's been to the bottom of Spuyten Duyvil Creek; after that bell, you know," he prompted.

Big Arthur glinted an eye of remonstrance at Davis, but could not repress a grin at the recollection.

No, I didn't exclaim, "Oh, tell us about it!" I waited. Arthur eyed me suspiciously.

"Oh, that thing was when I was a youngster, but it was kind of a joke."

"Yes?"

"Um; but, of course, what I'm tellin' you ain't worth print, you know."

"All right, let's have it any way." I lied.

"Well, it was a right long time ago. We were fixing the draw up at Spuyten Duyvil. Now, the bell on my engine was a beauty. Everybody knew that bell; had just as clear a tone, sweet as you like.

"Somehow, while the repair gang was puttering around, a chain caught up against the yoke of that there bell and, whang, off she flew clear off the bridge and down into Spuyten Duyvil Creek.

"Well, that bell was worth something. Besides, we set some store by it, it being so sweet-toned; so the boss and the rest of them, they get poles and probe around a-plenty, but no go; they couldn't locate it and gave it up.

"Now, I'd noticed about where she struck the water and I calculated on the tide which was running strong at the time taking it down at a slant, so I said to the boss, Billy Smith, you know, father of C.F. Smith, now general superintendent, I said:

"'What'll you give me if I get that bell?'

"'You can't do it,' says he.

"'But if I can?' says I.

"'What d'you want?'

"'Give me ten days off?' I asked.

"'All right,' says he, 'but I guess you'll work them ten days,' and he grinned and went away.

Down in Spuyten Duyvil.

"Then I got me a pair of rubber boots, for the bottom of the creek was full of clam shells, mighty hard on the feet, and made one end of the bell-cord fast to the bridge (you remember, Davis) and dived into the water with the other end.

"Well, sir, the very first time I dived I struck that bell with my head. It kind of stunned me like, and I come up for another try, but, sir, I had to dive twenty times before I caught it again. But I got her at last and made the cord fast and pulled her out.

"It was kind of late then, so I went home. Next day I come up to the boss, and I says to Billy Smith:

"'Remember what you promised me if I got that bell?'

"'Sure,' he says, 'ten days. But you'll never get it.'

"'I've got it,' I says.

"'Hell you have!' says he.

"And then I showed it to him. He looked at it a minute. Then he starts for the stock-room to see if any of the bells were missing. Then back he comes and, tying a line to the bell, he hangs her up on a pole. He strikes that old jangler soft like.

"'Chang!' says the bell in that sweet, old tone of hers.

"I got them ten days," chuckled the grizzled narrator, "and full pay."

He puffs, awhile.

"Nothing in that little trick, you see.

Just a joke. Nothing out of the ordinary. I tell you there's nothing but routine to the business."

"That's all," agreed Davis.

"Yes, but the nerve-tension, the strain and exhaustion of the terrific speed?" I queried.

To See the Real Thing.

Davis grimaced in disgust. "All fake magazine stories. A feller gets used to it, same as anything else. Now maybe if you yourself was to make a run, at night say, why you might think something of it; the speed, that is, say rounding curves or the like, but — by the way, I tell you what I think you'd better do to catch the spirit of the thing."

"What? " I asked.

"Ever ridden in the cab of an engine?"

"Never," I answered.

"Then you get permission to make a run, a night run's best, and maybe you'll get what you're after."

Big Arthur grunted agreement. I saw the interview was over, thanked Davis for the suggestion, shook hands, and left. Over my shoulder I caught what I took to be a grin.

The next day I applied to General Superintendent C.F. Smith, son of the man who gave Big Arthur his holiday for bringing up the engine-bell from the bottom of Spuyten Duyvil Creek. After signing a most formidable-looking legal document in the shape of a release from all claims for damages to life, person, property, and character, I secured my permit. It read:

July 6.

ENGINEMAN, TRAIN 50:

Permit Mr. Burke Jenkins to ride with you on the engine on July 6, from Albany to New York, on presentation of proper fare and in consideration of his having signed necessary release.

C.F. SMITH.

Armed with this paper and attired in my worst I approached Big Arthur at the siding in Albany, where his engine, No. 3857, panted with a rising head of steam, waiting to pick up the fast *Empire State Express* during its three-minute stop at the capital.

Busy at a driving-wheel, he nodded a recognition, refused a hand-shake on account of grease, and told me to hop in the cab and give him the permit in New York.

Up to the cab I clambered and there confronted the fireman, Andrew Carolan, as I afterward learned.

It was ten minutes to seven and "Andy" was giving the locomotive a final furbishing, a housewifely finishing touch or two, before the trip.

"Pass me that can, Jack," he said and, proud of the familiarity of the "Jack," I handed him the can with "Big Arthur" lettered on its side, the gift of some admirer.

All Aboard at Albany.

Then the train came in. Arthur swung to a hand-rail while Andy backed her to the coupling. This was fireman's work. The chief had not assumed command yet. Not until all the connections were made did he mount to his post. Then he took off his cap, tossed it into his locker, fitted a generous quid well back in his mouth, and took his seat.

In that moment before the signal to start, I could see his eye taking in every detail of the maze of working parts before him. He tried a cock, scalded his fingers with steam to an extent which would have sent me for the arnica bottle, flicked his hand, consulted steam and water gages, and, finally assured of the well-being of all, he looked out and back of the cab window.

At the signal he pulled out the throttle, notch by notch, and the engine, as though merely feeling herself and limbering up, puffed her way across the bridge to the east bank of the Hudson.

During this slow progress Big Arthur called to me above the reverberations from the slanting bridge girders:

"Who brought you up?"

I told him I had come to Albany by boat the night before. He grunted out:

"We'll pass her at Peekskill," and thee added: "We'll give you a nice little ride."

Opening Out for the Run.

The straightaway now opened up before us, and from that very moment I became lost in that cab as far as Big Arthur was concerned. As he opened her out for the start of the real run, he glanced at Andy:

"She's begun," he said.

"She's begun," echoed Andy.

It was, apparently, a custom of theirs, one of the things which made it a treat to see these two men work together. Commands from Arthur were but a sign, an indication; Andy jumped in obedience.

For nearly the whole of the first hour everything was lost to me except the almost mad exhilaration of the headlong speed. I did not think of the power, the rumble and jolt, the tense strain that I had read of. I simply sat there and grinned my delight.

Andy came close and bellowed:

"You like going fast?"

I bowed emphatically.

"You get used to it," he replied. "Rather take a walk on a side street after a while."

I nodded, but doubted. Then I did get a little more used to my surroundings and began to look about me, not always ahead.

Across the cab sat Big Arthur. I had read of engineers on just such runs as this, braced for the nerve-racking ordeal. Big Arthur sat at his post in the easiest manner possible. There was no straining of braced legs. They hung freely, swaying, and he bobbed in easy give to the motion of the none too springy cab.

For the most part he rested his left wrist on the throttle, his all-seeing eye fastened on the track ahead.

A Bismarck of the Cab.

Big Arthur is big. As he sat there one instinctively likened him to the Iron Chancellor. The resemblance is by no means slight. A good breadth of forehead, with a deep-set eye, and eyebrows of a shaggy growth, top strong features. One feels, particularly when he is at his post, that this man has been so long connected with an engine that he is a part of it. There is a dignity about him, a dignity exactly of the type inspired by the locomotive itself when one steps from the cars and passes the iron horse that has pulled him to his destination.

As Big Arthur sat in his seat, a twitching of the fingers of the right hand was the only trick that betrayed a nerve.

"You know that old fellow over there?" asked Andy.

I nodded. He grinned and made a motion as though it was enough. I had met the real article.

From time to time on curves, Andy would peer ahead to catch the signals that showed first on our side.

"All right!" he would yell.

"All right!" Big Arthur would answer.

"All right all the way!"

And a grunt would be the response. Once we caught a green "precautionary" signal.

"Hoa!" yelled Arthur, checking the speed. Andy jumped for a valve near my leg and opened it.

When a clear white light showed ahead of us I asked the significance of that valve.

"Oh, that's the blower. If I didn't attend to that when he slows down the fire would back and burn your legs off."

When everything was running smoothly again I climbed down to the floor of the cab for a look at the fires. Incidentally I resolved to be a better man.

Every few minutes Andy had to turn the hose on that very floor on which I was standing to cool it off. In the intervals he had to feed the fire-box. To see Andy fire was a treat in itself, it looked so easy. A swing of a door-chain, a sway of a shovelful — a shovel *full* — and the trick was accomplished. Then he'd jump like a cat for the window, look ahead, and we would come to the water tanks.

Just a little the speed would slacken and, looking back at the tender, I could see the flying spray as we caught up the water from the trough between the rails.

"All full!" would be the cry, and back we would swing to the old speed.

From Albany to New York there was not a stop. After we had passed Poughkeepsie Andy said:

"We're making about sixty-eight miles now. Try the air."

I put my palm out of the window and could scarcely hold it there for the pressure.

"Ever have any trouble with signals in fog?" I asked, as we rushed past a semaphore.

"Yes," he said simply, but he breathed a world into the monosyllable.

"You see," he went on, "these signals are the most important things about it. If you read one wrong that'll be all. You'll never have a chance to read another right."

We thundered through Tarrytown. Big Arthur gave a little gratuitous toot to the whistle, for that is where he lives, and on we sped south.

"This is about the best run in the country, isn't it?" I shouted in the fireman's ear.

"Oh, well, it's pretty good." Then, as though this modesty was a little overdrawn, he added:

"There aren't any better. Clear track for us, you know. Duck!"

I ducked to a passing express, while hot cinders flew.

On Time to The Second.

In less than three hours from Albany and on time to the second, as Big Arthur thumbed his watch in his jumper pocket, we were rumbling through the blackness of the tunnel to the Grand Central Station.

Through the yard in time to clicking switches, our course swerved according to the man in the tower until we brought up under the shed, outside the gates of which we heard the cry: "Keb, sir, keb, want a keb?"

Big Arthur looked at Andy. "Here we are!" he said.

"Here we are!" again echoed Andy, true to their habit.

I followed the old fellow to the ground where he led the way to the cowcatcher to avoid an incoming train on the other track.

"Enjoy it?" He asked.

I hope I made him understand how much. I looked him over. Here before me was the "nerve-racked engineer of the fastest run" I had read of.

He caught my expression. "Going to write it up?"

I told him I would try.

"Get Andy's name?"

"Yes."

"Well, you just put it in as Andy Carolan, otherwise known as the Yellow Kid."

And so I left him, chuckling at his joke on the fireman.

RAILROADIANA

by STEVE BARRY

What's New?

The Friends of the Railroad Museum of Pennsylvania have issued a quality poster commemorating the Sesquicentennial of the Pennsylvania Railroad as a membership premium. The poster measures 24"×30" on 80 pound paper, with a 16½"×20½" black and white photo of Atlantic No.188 riding the turntable at the PRR's 46th Street roundhouse in West Philadelphia. A black border surrounds the photo, and text beneath the photo is in crisp red and white print with red Pennsy keystones. A line drawing of a Pennsy Atlantic provides the background for the text.

Not coincidentally, the only remaining PRR E6s Atlantic, the "Lindburgh Special" No.460, is exhibited at the Railroad Museum of Pennsylvania in Strasburg. The museum is administered by the Pennsylvania Historical and Museum Commission with support from the Friends. The poster will be sent as a premium when you join the Friends as a Benefactor ($100) or Life Member ($500). A Basic membership is $25 per year but doesn't entitle you to a poster (although you get free admission to the museum, a subscription to the quarterly journal *Milepost*, discounts on FRM merchandise and more). However, a poster will be sent for an additional $20 donation to the Friends for those desiring only a Basic membership ($45 total). If you don't want to join or are already a member you can get the poster for a $20 donation. This is an excellent item for any fan of the PRR, and the poster and/or a membership would make a great gift. Mail your donation or membership fee to the Friends of the Railroad Museum, P.O. Box 125, Strasburg, PA 17579, or phone 717/687-8628. Major credit cards are accepted. All donations are tax deductible.

Calendar Call

Contemporary action is the theme of **Railroading! 1997 Calendar** by Gary W. Dolzall. The all-color calendar folds out to 14"×22", with an 11"×14" photo at the top of each month and a related 3"×4½" photo beneath each date grid. The large photos feature CSX SD50s in snow; a UP trailer train on Cajon Pass; C&NW GE's in Iowa; a warbonnet GP60M at night; a tiger-striped BN GP50 under stormy skies; a Cedar Rapids & Iowa City freight; Southern 2-8-2 4501 in excursion service; SP under more stormy skies in Utah; C&O 4-8-4 614 blasting out of Newport, Kentucky; a Vermont Railway Geep exiting the Green Mountain National Forest; a Conrail GP40-2 on Horseshoe Curve, and Amtrak along the snowy Mohawk River. The calendar sells for $10.99 plus $3.50 handling from Tide-mark Press, P.O. Box 280311, East Hartford, CT 06128-0311. Mastercard and Visa orders can call 800/338-2508.

Fourteen color photos highlight the **Delaware & Hudson Railroad 1997 Calendar**, covering the bridge line from the late 1950s through post-Guilford. On the cover are GP38-2s 7304 (in D&H lightning stripes) and 7305 (in CP Rail's dual flags scheme). Inside are a pair of C424m's at Packerton Junction; bicentennial U23B 1776 near Mechanicville; three C628s from the top of Starucca Viaduct; a GP39-2 in work train service; three Alco switchers on a freight; PA 17 leading the *Adirondack*; a pair of RS2s on the *Laurentian*; Susquehanna B-Boat 4034 on a passenger extra; four

Switch List

CLASSIFIED ADVERTISING: 58 cents per word, minimum order $6.96. Count all initials, abbreviations (COD, SASE, PO, 8mm, 5 x 7, it's, etc.), numbers and address components as one word. Zip code free. Fourth consecutive insertion of same ad free upon request. Classified ads are payable in advance, and payment must accompany ad copy. Ads will be placed in category deemed most appropriate; requested categories will be considered. Ads using a PO Box number must supply a street address for our records. Classified ads are noncommissionable. CLOSING DATE: 10th of month three months preceding date of issue, i.e. Feb. 10 for May issue. Send all classified ads to: RAILFAN & RAILROAD, CLASSIFIED AD DEPT., PO Box 700, Newton, NJ 07860-0700. Ads sent to other departments may be delayed or lost. All ads are subject to the approval of the publisher. Ads are set in standard 6 point type with first word capitalized. Large type bold face classified ads are available at $1.38 per word, minimum $16.56.

ANNOUNCEMENTS

MERIDIAN, MISSISSIPPI, October 26, 1996, Railroad Collectibles and Model Train Show in conjuncion with Joint National Convention of GM&OHS, ICRRHS and SRHA. Frank Cochran Center. 10:00 A.M. to 4:00 P.M., Admission $2.00, under 13 free. Tables $25.00. Information LSASE to: Martin, 4183 Paran Pines, Atlanta, GA 30327. 1196

THE RAILROAD MUSEUM of Long Island invites you to join for the 1996-97 membership year. Join today to help preserve the history of railroading on Long Island. For a brochure and a copy of our newsletter, *The Postboy*, please write to: Railroad Museum of Long Island, PO Box 726, Greenport, New York, 11944. Attention Membership Chairman. 197

TEXAS STATE RAILROAD Railfan Weekend, March 1 & 2, 1997. Vintage steam and diesel! Mixed trains behind ex-ATSF 4-6-2 No. 1316 (Baldwin 1911) and ex-Point Comfort & Northern RS2 No.7 (Alco 1947). This is a photographer's special with numerous runbys featuring mixed, freight and passenger only consists. Night photo session, TSRR shop tour, BBQ dinner and more. Only $85.00 per person. Space is limited, order early by check/money order or send SASE for information to: TSRR Railfan Weekend, Gulf Coast Chapter NRHS, PO Box 19651, Houston, TX 77224. 297

JACKSONVILLE, FLORIDA, February 15, 1997, Southeastern Railroadiana Collectors Eighteenth Annual Railroadiana and Model Train show. Over 300 tables. Jacksonville's Prime Osborn Convention Center, 1000 Water Street, 9 A.M. to 4 P.M. Tables $35.00. Information LSASE to: Martin, 4183 Paran Pines, Atlanta, GA 30327. 297

BOOKS & PUBLICATIONS

ROCK ISLAND MOTIVE POWER, 1933-1955 by Lloyd E. Stagner - 1996 printing, 216 pages, hardbound - $44.95. Autographed by author - $49.95 (great Christmas present). Shipping extra. Dealers and bookstores please inquire about quantity pricing. Mastercard, Visa and Discover accepted. Calvert Systems, 21114 - 94th Avenue North, Port Byron, IL 61275, 309-523-3262. 1196

BOOK AND RAILROADIANA CATALOG $1.00. Rare scarce items my specialty. Books purchased. Gary Altschuler, Box 274, Convent, NJ 07961-0274. 1196

NEW REALEASE! Altamont Press announces the release of Pacific Northwest Region Timetable #4. Fully revised to include new shortlines and BNSF merger updates. Complete with all railrods of Washington, Oregon and Northern Idaho including frequencies, rosters talking detectors, etc. California $17.50, Rocky Mountain (CO/UT/NV) $16.50, Intermountain (MT/WY/CO) $15.50. Altamont Press, PO Box 754-R, Modesto, CA 95353-0754. Web Page: http://home.earthlink.net/~altamont/ 1196

KNAPKE LIVES AGAIN! Author of *The Railroad Caboose* is resurrected in retired SP engineer Dick Murdock's latest book, *Bill Knapke: A Railroad Legend*. 144 pages, illustrated. Authentic, nostalgic, historic. Send $15.00 to: Box 1346R, Ross, CA 94957. 497

BACK ISSUES: Trains, RMC, MR, R&LHS, more! Plus a selection of new and used books and videos at discount prices. Please send LSASE, 55 cents postage to: Winston Dallman, 332 Brownell St., Fall River, MA 02720. 197

DARDANELLE & RUSSELLVILLE RAILROAD, 540 pages, hardbound. Only five miles long, the D&R also controlled and Arkansas River pontoon bridge and bus/truck subsidiaries. This thorough corporate history documents the railroad, bridge/transfer companies, and trackside coal mines. 250 rare photographs, including numerous glass plate negatives from D&R company vault. $46.95 postpaid. Bill Pollard, 2301 Washington, Conway, AR 72032. SASE for book brochure. Dealer/bookstore quantity pricing available. 197

THE BANSHEE TRAIN - by Odds Bodkin, illustrated with 20 paintings by Ted Rose, now in paperback, $5.95, hard $14.95. Clarion Books. Ask your bookseller. 1097

HUGE RAILROAD book list. All topics. 55 cents, SASE to: Paper Trail, 6 John Haley Rd., Brimfield, MA 01010. 1196

RAILFAN, RAILROAD, CTC, PTJ back issues, plus ninety other rail prototype/modeling titles and books. LSASE. Buying collections. Gibson, 11 Downing Drive, Franklin, MA 02038. 1196

THE PSYCHOLOGY OF MODEL RAILROADING. An amusing but serious look at the hobby. Other informative topics available. $1.00 for catalog. McCollum Publications, PO Box 25797R, Philadelphia, PA 19144. 1196

RAILROAD BOOKS bought, sold, traded. Send want lists to: Mike Davison, 18876 Boynton Street, Oregon City, OR 97045. 503-657-3985. 297

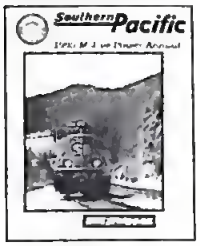
THE CENTRAL NEW ENGLAND RAILWAY story. Volume I, *The Infant Years* (predecessor lines), Volume II, *The C.N.E. (1899-1927)*plus post CNE, Volume III, *Places N' Things*, (stations, industries, spurs, etc.). 550-850 illustrations each $44.50 per volume. 10 different Rutland series books also still available. Remit to: R. W. Nimke, 36 Old Route 12 North, Westmoreland, NH 03467-4703. Phone 603-399-4987. 297

RAILROAD ART

TED ROSE WATER COLORS - Classic and contemporary subjects available. Commissions considered. Contact: Ted Rose, PO Box 266, Santa Fe, NM 87504. 505-983-9481. 997

RS3s ... black at Mechanicville; D&H and N&W EMD's at Sheldon Brook, Mass.; a U-Boat on the B&M Bennington Branch, and a C424m in Binghamton. The back cover shows two of the railroad's three scale test cars trailing a freight. The calendar folds out to 12"×18" and contains a brief history of the D&H. It sells for $8.95 plus $2.50 handling from EDS Productions, 322 Ten Eyck Street, Watertown, NY 13601-3931.

Book Review



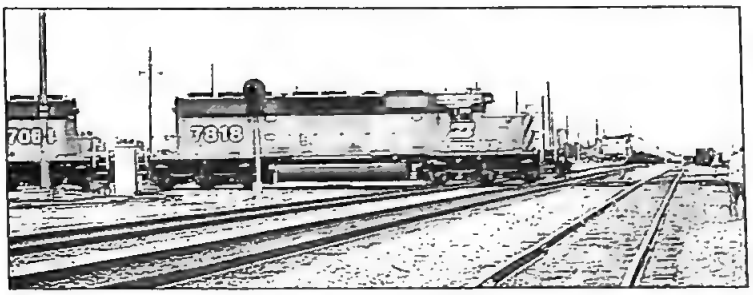
Southern Pacific Motive Power Annual 1995, by Bill Shippen, published by Four Ways West Publishing, Box 1734, LaMirada, CA 90637, 160 8½"×11" pages, hardcover, $44.95 plus $3.50 shipping.

Thirty years ago, followers of Southern Pacific's diesel locomotive fleet welcomed publication of the first *Southern Pacific Motive Power Annual*. The creation of the 40-page softbound volume marked a leap of faith for author Joe Strapac and publisher Karl Koenig, who gambled that there was enough interest in SP's diverse diesels to warrant a book-length examination of the company roster. Monthly issues of Koenig's *Pacific News* were going for 35 cents a copy in the fall of 1966. Hopefully, PN readers wouldn't mind spending $3.25 for the book.

That Koenig and Strapac guessed right is

continued on page 58

next in month RAILFAN & RAILROAD



- **THE GRAND ISLAND CROSSING: In eastern Nebraska the busy single-track BNSF main line crosses the even busier three-track UP main line in Grand Island. Richard L. Schmeling shows us this congested crossing and how BN bridged the problem.**
- **THE 1996 COVER ONE CONTEST: The front cover winner and a selection of runners up will be presented.**

DECEMBER 1996 ISSUE ON SALE NOVEMBER 1

FOR SALE

ORIGINAL GRIFF TELLER PAINTING of a winter scene in Woodstock, Vermont. This recently discovered non railroad painting by the famous PRR calendar artist measures 17"x14" in an antiqued oak frame 18 1/2" x 22 1/2". Art is an investment. $300.00. Call 201-383-7233. 11MDV

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RAILROAD CALENDARS

LACKAWANNA & WYOMING Valley Railway Historical Society 1997 Railway Calendar. Color cover and 13 black & white photos of rail, transit, and traction in Northeastern Pennsylvania. 11 x 17, $5.50 pp via first class mail. ($3.40 plus $1.90 postage and handling plus 20 cents tax.) Calendar, Dept. RR, PO Box 3452, Scranton, PA 18505-0452. 197

1997 FULL COLOR New England Railroading Calendar features 12 (8x10) prints of regional activity @$8.00 post paid. Also full color frameable calendar prints, our choice, 12/$2.50. Domestic orders only. Mystic Valley Railway Society, PO Box 486, Hyde Park, MA 02136-0486. Allow 2-4 weeks delivery. 297

D&H '97 CALENDAR. 14 all-color photos. 12x18 when opened. $8.95, 7% for NYS residents. $2.50 shipping. EDS Publications, Box R, 322 TenEyck St., Watertown, NY 13601. Back issues available. 297

RAILROADIANA

DINING CAR CHINA, glasses, silver, cloth. Annual Reports, books, magazines, menus, passes, playing cards. Tickets, timetables, tokens, rules, stock certificates, etc 55 cents in stamps on #10 SASE brings big list! James McClellan, 1752 S. Wichita, Wichita, KS 67213-5196. 198

STEAM & INTERURBAN LIST. Lanterns, hardware, timetables, maps, railroad magazines, brochures, paper. Send $1.00 to: Marvin Scholl, 227 Bryan Combs Rd., Sugar Grove, NC 28679. 1196

RAIL MAPS U.S., Canada, Mexico. Send SASE for list to: Railroad Information Service, PO Box 40085, Georgetown, TX 78628. 1296

RAILROAD LIQUIDATION: Railroad books, trains orders, maps, employee and public timetables, photos, negatives and slides 600,000 plus, representing US and abroad. For inquiries, call Denny at 410-247-0396 or Dot at 410-788-2970. Dating from 1850's to present. Residence in Balto, MD. Will not accept collect calls. 297

RAILROAD PHOTOS & SLIDES

25,000 DIFFERENT train depots for sale. Send $1.00 for list of your state. Roberta Niesz, 1715 B. Ave. N.E., Cedar Rapids, IA 52402. 11TF

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DUPLICATE COLOR SLIDES: Amtrak, CSX, Norfolk Southern, Soo, others. List and 2 samples $2.50. Vernon Ryder, Jr., PO Box 92, Portsmouth, VA 23705. 197

ORIGINAL KODACHROMES. Steam, diesel, cabooses, stations. List, 70 cents. R.L. Smith, 246 Middlefield, Akron, OH 44312. 1196

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FORTYTHREE 5 1/2 and 6" postcards. 4 and 1 color of Cincinnati and Kentucky street cars, Helen, Georgia horse car, Amtrack trains, stations in Cincinnati, Alburquerque, Santa Fe. 43 postcards and a free 11 x 17 memo calendar showing two inclines, $11.00 plus $2.50 postage and handling, Ohio 6% sales tax. Dragon Printing Works, 7011 Springdale Road, Cincinnati, OH 45247. 197

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HIGHEST QUALITY TRAIN sounds, audio cassettes and CD's. Send LSASE for current list to. L&H Railsonics, PO Box 2435, Cupertino, CA 95015-2435. 497

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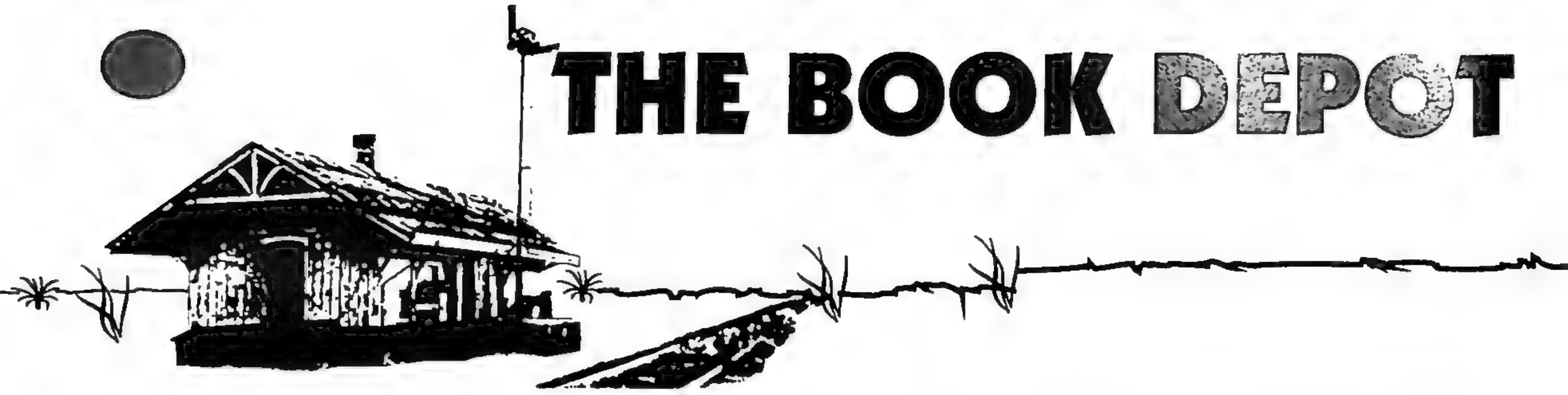
THE BOOK DEPOT



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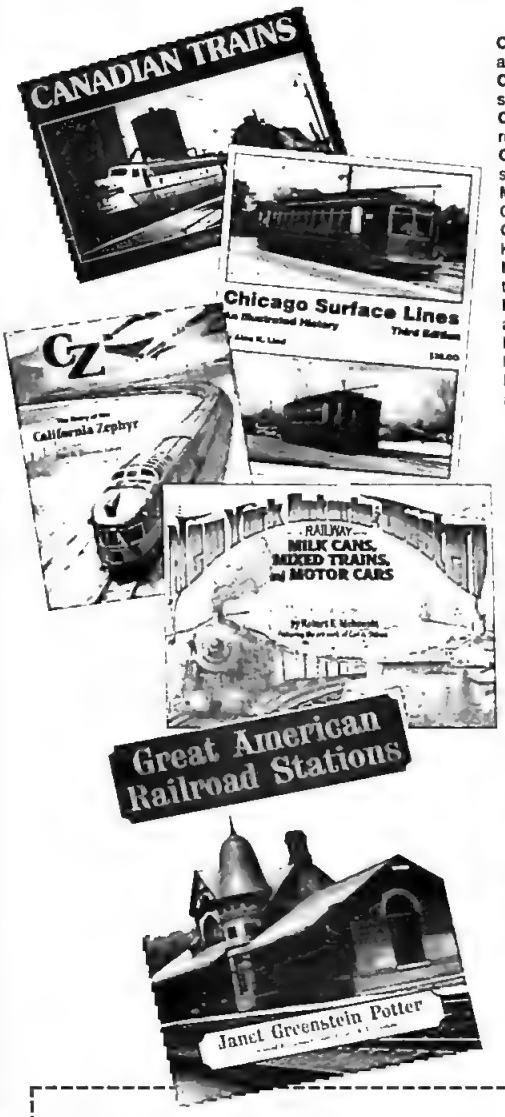

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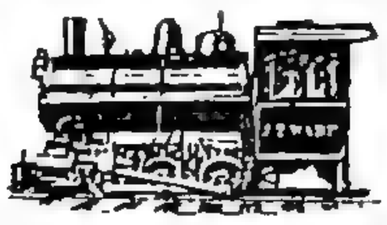
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TRANSIT CURRENTS

Cleveland's New

Fireworks, live entertainment and cannons were all part of the grand opening of Cleveland's new light rail Waterfront Line on July 10, 1996, at the new Settlers Landing station in the Flats along the Cuyahoga River. The featured speakers were Ohio Governor George V. Voinovich, Cleveland Mayor Michael R. White, Regional Transportation Authority Board president George F. Dixon, III and RTA general manager Ronald J. Tober. Free rides were available to the general public for the first five days of operations.

The new line is a 2.2-mile extension of the Blue and Green Lines and was built as a Cleveland Bicentennial Legacy Project. There are four new stations: Settlers Landing, Flats East Bank, North Coast, and South Harbor. In 1999 another station at West 3rd Street will open near the site of the new Cleveland Stadium. The Waterfront Line is being promoted as the best way to get to the restaurants and night spots in the Flats, the Rock and Roll Hall of Fame, the new Great Lakes Science Center and other lakefront attractions. It also serves folks on their way to and from work in the northern part of the central business district. The South Harbor station is at the large municipal parking lot.

The trains will run seven days a week between 5 a.m. and 2 a.m. The ride from Tower City to South Harbor takes about 10 minutes and the trains will operate on twelve to fifteen minute headways. Some of the light rail Green Line trains from Green Road and Blue Line Van Aken trains will run through Tower City and along the Waterfront Line to terminate or originate at South Harbor. There will be regular shuttles between Tower City and South Harbor.

In addition to regular Blue and Green Line trains traversing the new waterfront line, there are five special "Trains of Fame" painted white and featuring painted portraits of notable citizens of Cleveland whose contributions have had a significant role in the city's culture, history, and development. Those honored are track star Jesse Owens; long time Hispanic rights champion Moises Maldonado; tycoon John D. Rockefeller; Simson Thorman, Cleveland's first permanent Jewish resident; and famous turn-of-the-century actress Effie Ellsler.

The Waterfront Line is the first extension to Cleveland's rail transit system in 25 years and is a great way to celebrate the city's bicentennial. Also worth celebrating is the fact that the rail line extension was built in just 20 months. Many thanks to Ken Borg for the information. Happy Birthday, Cleveland!

Vancouver Historic Trolley

In early April 1996, Vancouver, British Columbia, purchased land from Canadian Pacific on the south side of False Creek. The land will be used to build a rail line expected to be a heritage and tourist attraction as well as to serve as an important part of an inner-city transit system. Eventually, on the east, the streetcar line will connect with the Skytrain and Science World and on the west operate to Vanier Park.

In the long term, the trolley service may be expanded to Chinatown, Gas Town, the downtown Waterfront, and perhaps all the way to Stanley Park. During the summer of 1996, when the line is expected to get its early start, there will be nothing more than streetcar No.1207. It will be set at Granville Island as a tourist display. Old No.1207 is historic in that it last ran in Vancouver in 1958 and was later preserved. Let's see if this works out as planned. Thanks very much to Clifford Basler for the news.

South Shore news

The 1995 ridership gain on the South Shore Line commuter rail service of the Northern Indiana Commuter Transportation District is small — only half of one percent — but it is better than the 2.5 percent loss that was experienced by Metra Electric in the same time period. NICTD is hoping that the improvements to South Shore service taking place during 1996 will boost that ridership increase. The new schedule was expected to be in place by late summer or early fall. A new express would begin at the Michigan City Shops station, which is now renamed Carroll Avenue, at 5:51 a.m. It would stop only at Dune Park at 6:10, Hammond at 6:40, Hegewisch at 6:46, and is due at Randolph Street at 7:21.

There will be two new midday trains to South Bend. The first new train would leave Randolph Street at 12:25 p.m. and would reach South Bend at the Michiana Regional Airport at 2:45 p.m. The other train would leave Randolph Street at 3:58 p.m. and terminate at South Bend at 6:18 p.m. There will be a new westbound train leaving South Bend at 4:00 p.m. and arriving at Randolph Street at 6:22.

Early April 1996 saw the beginning of the final phase of rail welding between Michigan City and South Bend, with a scheduled completion by Memorial Day. By the time you read this the new station at Hammond should be well underway and construction will probably have started at the new station for Miller. As soon as Miller is underway, attention will be focused on the Ogden Dunes Station. Plans now call for Ogden Dunes parking between Conrail's tracks and the South Shore tracks; a new, single

PLEASE SEND any traction news items or correspondence directly to Prof. George M. Smerk Institute for Urban Transportation, 809 E. 9th Street, Bloomington, IN 47405.

by GEORGE M. SMERK

Waterfront Line

boarding platform will be located between Hill Crest and Continental Can Road. Parking expansion and improved lighting and paving is expected to be in hand at Dune Park Station by late summer or early fall. Meanwhile, if you would like to see work on in-street trackage the rail rehabilitation work in Michigan City will recommence.

"Quo Vadis, Red Line"

It seemed to be settled for a while, but Los Angeles County transit planners are going to approach the Metropolitan Transit Authority board and propose a new route for the Red Line subway in the mid-city area. The desire is to run trains under Wilshire Boulevard; however, that thoroughfare passes through a methane gas zone. There is fear that the subway tunnel might possibly fill with gas and become a bomb waiting to go off at the first spark.

Some of the potential problems are geological and some are political and both are potential mine fields. Because of the concern about the methane and federal laws on tunneling in such areas, the MTA had planned to construct the subway south of Wilshire from the Wilshire and Western station, down Crenshaw Boulevard to Pico and San Vicente. Unfortunately, test drilling found high concentrations of hydrogen sulfide gas beneath that alignment. Another possible option is to tunnel under Earlington Avenue from Wilshire and Western station and run south under that street to Venice Boulevard, and then west from that point.

Some observers in the Los Angeles basin think the whole subway and rail planning process is not only a geological and political problem but also one of utter stupidity. The fact that the new Green Line light rapid transit does not enter the Los Angeles International Airport is one example. The fact that the Red Line subway will not have a stop near the Hollywood Bowl nor the County Museum of Art on Wilshire Boulevard, or any of the other museums along Wilshire, make people wonder just how much smarts there are in transit in the city of the Angels. Thanks to John A. Lee for the information.

2nd Avenue — subway or LRT?

At about the time the dinosaurs became extinct, New York City began to construct the 2nd Avenue subway. So far as getting the subway underway again, it will apparently take another 65 million years.

Seriously, the crowding of the Lexington Avenue subway on the east side of Manhattan continues to be a major problem. A number of suggestions are being made to serve this important corridor and take some stress off the Lexington Avenue subway. The *New York Streetcar News* (Committee for Better Transit, Inc., P.O. Box 3106, Long Island City, NY 11103) and *Making Tracks*, the newsletter of the Village Crosstown Trolley Coalition, (in care of George Haikalis, One Washington Square Village, #5D, New York, NY 10012) have made interesting suggestions to serve the east side and other parts of Manhattan better.

There are some good reasons for not building the 2nd Avenue subway, such as the $10 billion estimated price tag. Many observers, including George Haikalis, think it is time to seriously consider light rail transit in the 2nd Avenue corridor. The Committee for Better Transit has a plan that would replace vehicular traffic on 2nd Avenue with LRT. This would be a two-track line; 1st Avenue, now part of a one way pair with 2nd Avenue, would become a two-way street. To the north, the proposed LRT would commence its operation at the Metro-North commuter rail station at Park Ave. and 125th Street. Using a combination of pedestrian malls, private rights-of-way and city streets it would connect to the proposed Liberty Loop serving the tip of Manhattan to the south. It sounds like an idea at least worth considering.

By the way, other light rail proposals for Manhattan include an 8th Street light rail line to connect the West Village and East Village. A similar cross-island operation on 42nd Street between the United Nations on the east and the Javits Convention Center on the west has been under consideration for many years.

New Old Colony

The Old Colony Railroad south of Boston shut down within weeks of the opening of the Southeast Expressway in 1959. Now the Old Colony lines are being rebuilt by the Massachusetts Bay Transportation Authority and will soon reopen. Two branches of the Old Colony line, the Plymouth and Middleborough lines, will be in operation before 1997. The trains will run to and from South Station but will stop at Quincy Center and Braintree for an intermodal connection with the MBTA's red line rapid transit service. The new commuter rail service is expected to move about 15,000 customers a day once the entire system, which also includes the controversial and NIMBY-plagued Greenbush Line, is in operation.

This is no small job. In addition to new stations, the new Old Colony line will involve the restoration of about 80 miles of existing track to handle modern commuter rail service. Also included is the new railroad bridge over the Neponset River; a rehabilitation of 51 other railroad bridges; improvements to 34 road intersections; installation of signals, gates, bells and other safety/warning equipment; purchase of new coaches and locomotives; and the creation of three new park-and-ride lots along the Route 3/53 corridor. There is much more information available about the Old Colony line; the new Old Colony Railroad project communications office is at 395 Washington Street, Braintree, MA 02184, or call 617/222-5913 for the MBTA project hot line. Many thanks to Walter Lockhart for the news from Beantown.

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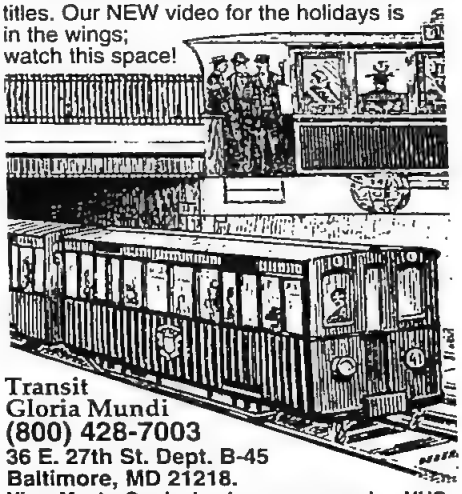

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ON THE MENU

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Three New Dinner Trains

ON JUNE 22, 1996, with Champagne being burst over the knuckle of the car carrying its markers, Ken Bitten, president of Classic Rail Cars and of the reincarnated Northern Central Railway, launched the ***Liberty Limited***. En route from New Freedom toward (and eventually into) York, Pennsylvania, it rolled onto the roster as the fourteenth year-around restaurant in America set on a moving train (August 1996 R&R, page 19). There is a lot to recommend this new dinner train:

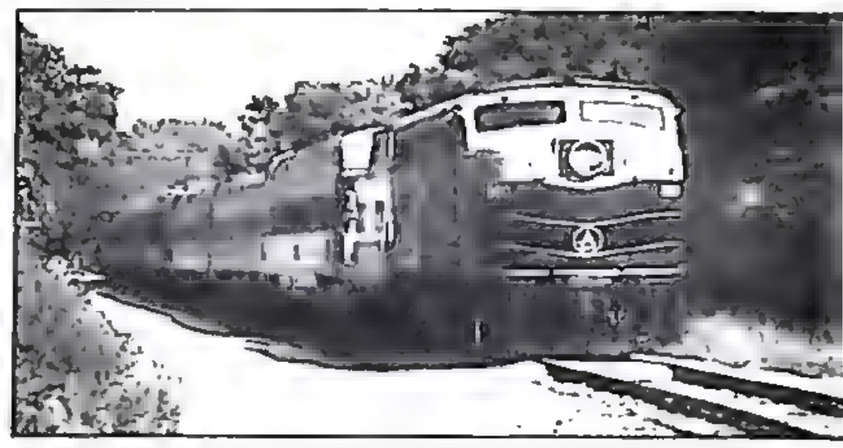
Good food. Chef Mike Ditchfield created a varied menu that includes stuffed pork tenderloin, chicken breast wrapped around an apricot stuffing, wild game ragout, steamed vegetables of the season, roasted red potatoes and wild rice.

History. The namesake Northern Central Railway was the second railroad chartered in America (in 1828), running north and south between Baltimore and Lake Ontario (see Robert Gunnarson's *The Story of the Northern Central Railway* [Greenberg Publishing, 1991]). President Lincoln travelled the route five times, including once to make his Gettysburg address (the Hanover Junction station, where he changed trains, still stands), and again to his final resting place on board a funeral train. The route passes through Howard Tunnel, touted to be the oldest railroad tunnel in America.

Ghosts. As the PRR's Northern Central Division, the track, well off the beaten path of Pennsy's nearby line along the Susquehanna River and running through strikingly rural countryside for being along the busy Baltimore-Harrisburg corridor, saw no less than 22 first class passenger trains pound their way east and west every day, often in multiple sections. Among them, the PRR's Washington-Chicago *Liberty Limited*. Also, motive power for the *Limited* is a combination of a former-VIA FPA4 fully painted as B&O No.800 and Alco RSD5 1689 in classy Western Maryland "fireball" dress. These leased units were recently used on Western Maryland Scenic trains out of Cumberland.

Fun. The re-use of the route coincides with the grand opening of a new section of rails-to-trails connecting Cockeysville, Md., with York, Pa., making for a genuine tourist attraction to support the train.

JIM PORTERFIELD



THE *LIBERTY LIMITED* DURING ITS JUNE 22, 1996, INAUGURAL RUN

Several other facts make the *Liberty Limited* unique. First, true to the origins of its equipment — formerly of the defunct EnterTRAINment Line — service is buffet-style with plenty of hot food carried from the kitchen. Second, the train, by virtue of Classic Rail Cars' roster, offers private dining rooms with a dedicated staff. Third, volunteers — numerous, enthusiastic and, Bitten points out, critical to his success — supplement ten full-time and 15 part-time employees of the railroad. Finally, in a real twist, this dinner train will support a working short line, instead of vice versa, as part of the complex deal that revived this railroad. The *Liberty Limited* departs most Saturdays at 6:30 p.m., Sundays at 1:00

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Elsewhere, north of Orlando, Florida, in Altamonte Springs, another year-around train, the ***Florida Central Adventure Dinner Train,*** went into operation in March 1996. Operated by the short line Florida Central, it is part of the line's response to declining freight traffic. Departing Thursday, Friday and Saturday at 6:00 p.m., or Sunday at 1:00 p.m. for brunch, the 60-mile trip is clipped off, by dinner train standards, at 30 miles per hour. In three hours you enjoy a four-course meal with a choice of entrees prepared by Arthurs of Altamonte Springs on the ground, then finished on board ($59.84 inclusive, $49.24 for children). The trip takes you through urban North Orlando into picturesque Lake County, along Lake Apopka, past canals, pasture, orange groves and other Florida landmarks into Tavares on Lake Dora. The route, dating to the 1880s, includes a portion of what was once the longest narrow gauge railroad east of the Mississippi and eventually became part of the Atlantic Coast Line.

The train is powered by an ex-ATSF CF7 and features an ex-PRR twin diner (Budd 1952), an ex-ACL chair car (Pullman 1950) and (soon) an ex-ATSF chair coach (Pullman 1947). These handsome cars, outfitted with mahogany and etched glass, were once in the New Georgia Railroad dinner train. The train holds 178 diners and is already running nearly full. Phone 407/889-7005 for information and reservations.

In northern California, Jeff Forbis, owner of the McCloud Railway Company, and wife Verline have launched the ***Shasta Sunset Dinner Train***. Planned only for Saturdays between June 1 and Labor Day, "demand has been so great, we've had to add Friday runs many weekends," says Verline. "We are now running to the end of September, maybe longer, and have specials planned for winter." Originating in McCloud, ten miles east of I-5 on California Highway 89, the train traverses two routes — a 16-mile trip into Mt. Shasta by way of Black Butte, the Eddys and Castle Creek, plus a 24-mile run to McIntosh — featuring steep (4%) grades, sharp curves and a switchback, all characteristic of the line's lumber heritage. Four-course dinners, catered on board two remodeled ex-IC coaches, the *Shasta* and the *Siskiyou,* pulled by one of the railroad's SD38s, include a choice of entrees and are $70.00, kids $35.00). Phone 800/733-2141 or 916/964-2142.

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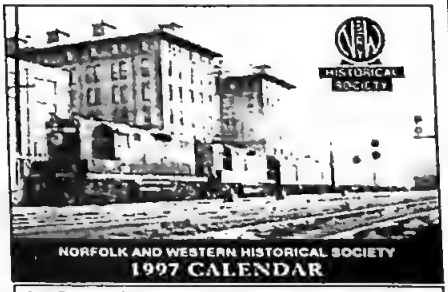

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Indiana & Ohio GP30
Sacramento: 10 Years
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Return of the Electroliner
Incoming Spuds

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The Thermal Belt
The ,other, 2-6-6-4s
Shooting Super Fleet in B&W

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The Schuylkill Shifter
Plaster City's Alcos
Hi 8 Video Introduction
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Celebrating Sacramento
Aboard the UP doubleheader
Maine's Quintessential Short Line
Project 2472

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Tracking the Green Machine
Amtrak's Empire Corridor

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UP's Kansas Corridor
Fireball Summer
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NRHS Huntington Convention
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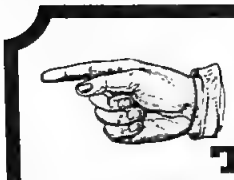

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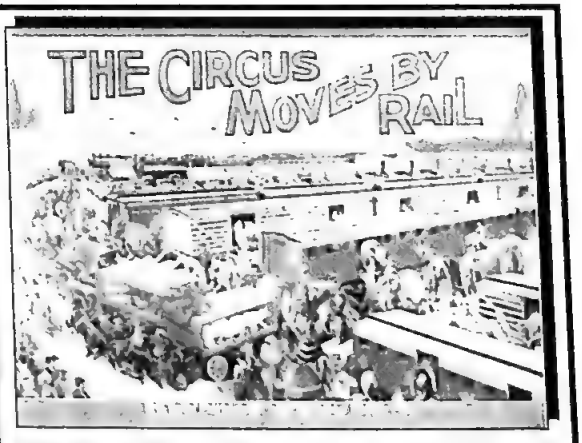

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continued from page 49

a matter of historical fact. Chatham Publishing's motive power annuals and monthly news magazine became the inspiration for a new generation of rail journalists, spawning similar efforts across the nation. Today, a full genre of railfan publishing can be traced to the modest magazine that became *Pacific Railnews* and one simple book with SP "covered wagons" on its covers.

Bill Shippen's *Southern Pacific 1995 Motive Power Annual* is a worthy successor to the title and a book bound by circumstance to share the historical impact of Strapac's first volume. As the last look at the diesels of an independent Espee, this collaborative effort between Shippen's Shasta Rail Group and Joe Shine's Four Ways West Publications demands inclusion on the shelf of any SP enthusiast. Historians will find a wealth of information, focused on but hardly limited to the SP of 1995. Modelers will have a field day with the cornucopia of detail photos and tabular material. If you're an SP fan, this is a book you can't do without.

As far as format goes, the 1995 Annual plows comfortable ground. The book leads off with feature articles by Tony Johnson and Sean Graham-White highlighting the current SP diesel fleet and the arrival of new power. Dave Crammer follows with a look at locomotive simulator training. A bright writing style accents the articles, mixing bushels of fact with dashes of opinion and humor. Case-in-point: the description of Morrison-Knudsen's MK5000C experimental units leaving the Moffat Tunnel during an April 1995 test trip "... sounding like the Salvation Army Kettle Drive at Christmas time, with bells ringing on all the M-K's..."

A photo section of recent action follows, with 16 pages of color followed by 33 pages in black and white. An alphabet soup of "shooters" from Bonnie Adams to Bruce Veary are represented, with a number of fine images displayed by Dave Burton, Bob Hanggie, Sean Heaney, Allen Meyers and the father-and-son team of Dick and Justin Dorn. Detail and roster shots by Crammer; Richard Barnes, Jr.; Richard Fischer and Joe Shine dominate the back half of the book. From cover to cover, the photo reproduction is consistently good, a credit to the people at Dynamic Imaging and Orange County Color Graphics, both in Anaheim. The photography alone justifies the purchase of the volume.

Yet for this reviewer, the real strength of the book comes from its last 50 pages. I don't consider myself a "nut 'n' bolter" at all, but I must admit that the Espee roster of December 31, 1995, compiled by Richard Barnes, Jr., and Tony Johnson, is in many ways the centerpiece of the book.

You expect all the current locomotives to be here, and they are. What I didn't expect was the depth of research. If any class of locomotive was on the roster on 12/31/95, dispositions for the entire class are shown. It doesn't matter, for example, if Cotton Belt SW1200 No. 2255 was retired in 1987 and resold a couple of times since. The unit is listed here because sisters 2251 and 2257 were still active last New Years Eve. Want serial numbers unit-by-unit? You got 'em. Want frame numbers? You got 'em. Rebuild dates? As-delivered paint schemes? All here. Considering the amount of detail,

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there's little wonder why the roster alone is ten pages longer than the entire *SP Motive Power Annual* of 1966-1967. This roster is one terrific piece of work!

Any complaints? The best I could do was to note that vintage units like SP's SD7s are shown as being delivered in scarlet and gray paint. If the roster means "as delivered from the builder," the paint job is wrong. If the roster means "as delivered in current configuration," well, the Baby Cadillacs *are* listed as "SD7R," and those rebuilds came out of Sacramento in scarlet and gray. And when this is all you can complain about ..., case closed.

Overall the content, presentation and reproduction of the *Southern Pacific 1995 Motive Power Annual* are first-rate. If this initial hardcover offering is any indication of future efforts by Shasta Rail Group and Four Ways West, we're in for many hours of fine reading. Meanwhile, don't hesitate to pick up a copy of this book — TED BENSON.

TRACTION PUBLICATIONS by Joe L. Diaz

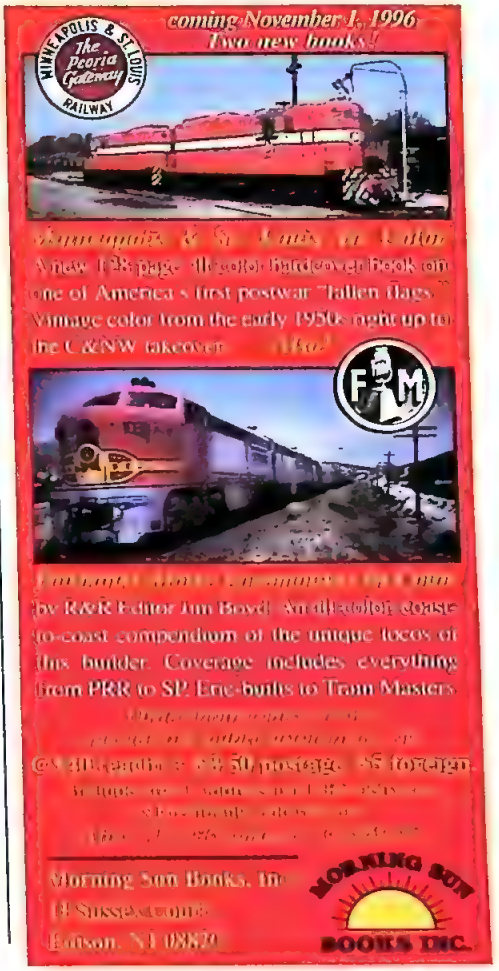
Confessions of a Trolley Dodger From Brooklyn, by Stan Fischler, published by H&M Productions II, Inc., 193-07 45th Avenue, Flushing, NY 11358; hardcover, 8½"×11", 136 pages, $24.95 plus $2.00 shipping.

The author of this very worthwhile effort grew up in Brooklyn in the 1930s when there was still an extensive streetcar network in operation and where hundreds of cars ran spanning the years from the early 1900s to the present. As the newfangled automobiles had to mingle with the dense trolley traffic, Brooklynites earned the moniker "trolley dodgers." The name was popular enough to find its way into major league baseball with the formation of the Brooklyn Dodgers, a team which moved to Los Angeles in the late 1950s.

This is a quality book with over 190 black and white photos, and the photo reproduction is very good. The reader is treated to numerous fascinating views of the BMT operations. The author's familiar and favorite routes are illustrated in detail with descriptive captions accompanied by eleven route maps ranging in size from a third to a half page. The numerous interesting car types are shown in operation, and many will particularly interest Brooklyn streetcar fans, as the cars were fast disappearing in this era, an example being the big center-door 5000-series. They are and in a chapter titled Cast of Trolley Characters, which includes everything up to the PCC era.

The author's family members and friends played a very important role in his early years, and they are interestingly portrayed. Further chapters detail mishaps, breakdowns and storms. Another covers a brief history of streetcar operations in Brooklyn, also historical photographs accompanied by a listing of all routes circa 1925. The car builders and the cars they built for Brooklyn and its predecessor companies are described in detail.

There are 13 chapters detailing the lines and routes. The text is extensive and accompanied by maps and numerous photographs of the operations. In all, this is a very satisfying look at a once-great operation. We certainly recommend this volume.



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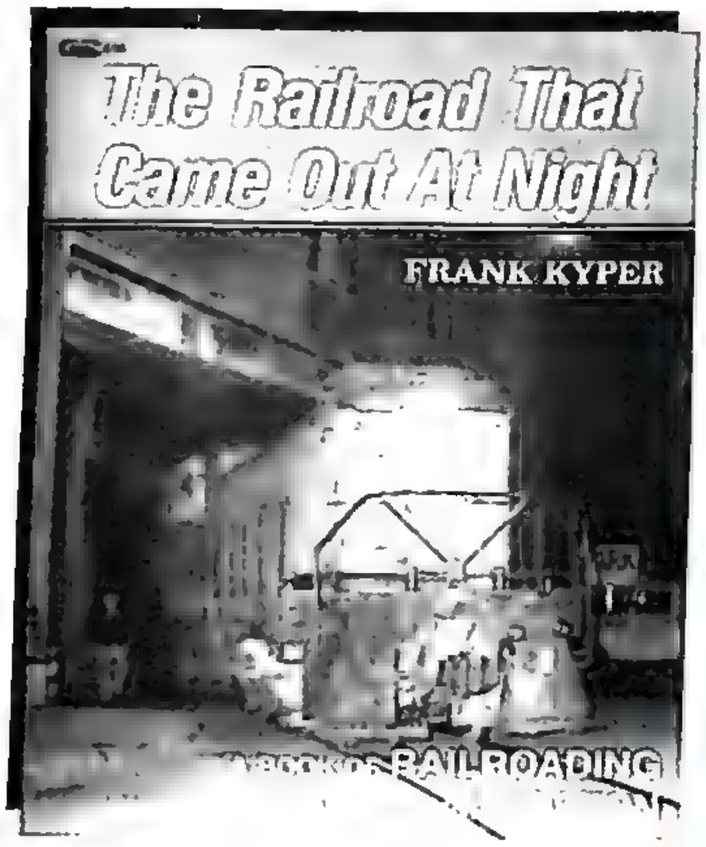

This book offers a fascinating look at Boston railroading by Frank Kyper, well known author, writer, railfan. In Kyper's own words, "put simply, (this book)...chronicles my perspective of selected pockets of Greater Boston railroadin' between about 1957 and 1977 - complete with numerous flashbacks to earlier years and to a previous century." B&M, Fore River, Union Freight South Station, Flying Scotsman, etc. Filled with wonderful trackside photos of the Boston area this book is easy to read and enjoyable.

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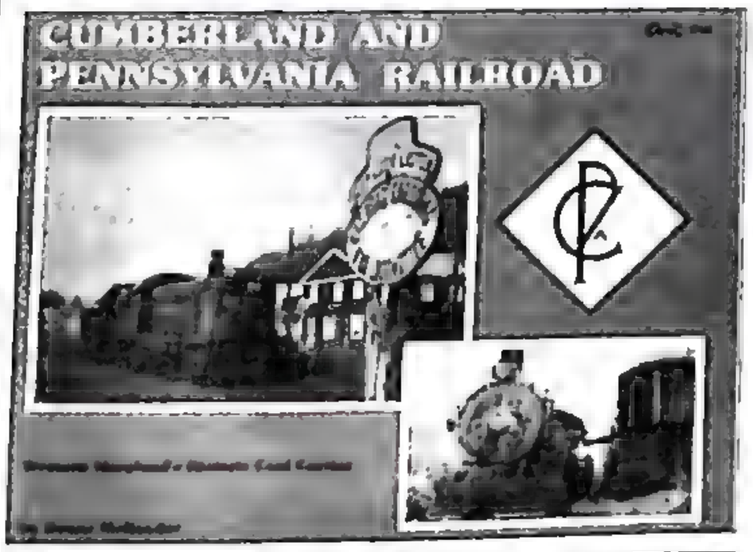

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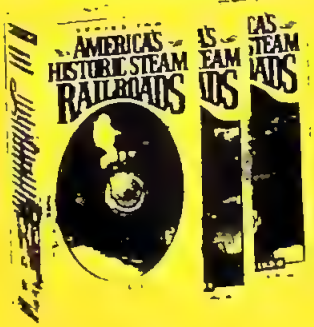

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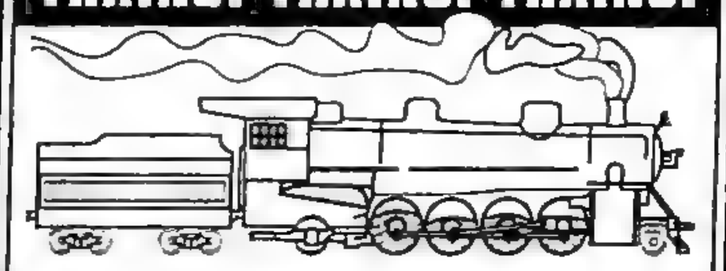

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EDITORIAL COMMENTARY

The "Trainspotting" addiction

Like almost every railfan, I was intrigued when I heard about the new British movie "Trainspotting," which opened in July 1996. It became immediately obvious, however, that the film had absolutely nothing to do with train spotting except that its title was a casual swipe at the "pointlessness" of the hobby and equated a life of heroin addiction with the passive emptiness of collecting the numbers of passing trains. When it's all done, you're left with nothing of value.

Talk about taking our name in vain.

A few days prior to the public release of "Trainspotting," I got a phone message from reporter John O'Mahony of the *New York Post*, who had been referred to me by Jaime Serensits, editor and publisher of *The Railroad Press*. The *Post* was curious if there were American trainspotters. Mr. O'Mahony listened attentively, asked some intelligent questions and the wrote a very accurate article in the July 25, 1996, issue of the newspaper.

He described the author's use of the title: "Irvine Welsh, who wrote the British best-selling cult novel on which the movie is based said he used the term 'trainspotting' as a metaphor. In Britain, he explained, trainspotters are hobbyists who obsessively collect assigned numbers of trains for no other reason than to collect them. And, to his mind, the trainspotters' apparent lack of purpose is akin to the uselessly lived lives of the heroin addicts who obsessively stick needles in their veins."

I pointed out that trainspotting started in Britain as a schoolboys' competitive pastime that let someone build a collection without spending any money — sort of like baseball cards without the bubble gum. And while some trainspotters never get beyond the book full of check marks, in both Britain and the U.S.A. the hobby has developed into a very productive one of historic research and preservation. The *Post* quoted Jaime, "Railfans are historians. They record the industry and the people involved in it. They produce beautiful photographs, insightful books and terrific art for their own enjoyment and the enjoyment of others."

I pointed out that American railfanning developed more around photography than typical British trainspotting and that the fascination with trains is typical of almost everyone's awe with man's technology and "big noisy things that go fast."

The story wrapped up by quoting me: "If you're wondering why people photograph them and collect numbers, it's simply because locomotives are just too big to take home as pets" — J.B.

Big Arthur's engine

The second installment of our 90th anniversary celebration of THE RAILROAD MAN'S MAGAZINE appears in this issue with the story of a cab ride on the New York Central with engineer "Big Arthur" Allen. True to the October 1906 magazine, we have included no illustration with the article — the 1906 magazines depended on descriptive prose instead of expensive artwork. Within a railfan magazine accustomed to nuts 'n' bolts descriptions and lingo, it's fascinating to note the complete lack in 1906 of any technical reference to the type of locomotive that made the trip from Albany south along the Hudson River into the old above-ground Grand Central Station on a railroad that you can ride today (the underground Grand Central Terminal was completed in 1913).

The author did, however, almost off-handedly mention the locomotive number: 3857. A bit of modern-day railfan library research (Al Staufer's *New York Central's Early Power: 1831-1916* [self published in 1967]) reveals the 3857 to be a handsome 4-4-2, one of a fleet of 213 Class I Atlantics turned out by Schenectady between 1901 and 1907. These 79-inch-drivered speedsters are very reminiscent of the Chicago & North Western Class D of similar make and vintage, with Stephenson valve gear, slanted cylinders and inboard valve chests as well as a rigid non-radial trailing truck with outboard bearings.

The story includes some fascinating "slices" of turn-of-the-century railroading, such as the reference to white rather than green "clear" signals and the fact that the writer arrived in Albany for his cab ride by taking the overnight boat up the Hudson from New York City. And he wasn't terribly precise in his observations, interpreting the fireman hosing down the deck as an attempt to cool the hot steel rather than simply wetting down the coal dust (the cab deck plates, even next to the firebox, don't get hot, and I can confirm that from first-hand experience aboard PRR 4-4-2 7002, built by Juniata in 1902, an engine very comparable to Big Arthur's NYC Atlantic).

We'll continue to sample items from THE RAILROAD MAN'S MAGAZINE's first year in upcoming issues — J.B.

What happened to Cartier?

In last month's "coming next month" on page 63 we blurbed an article about the Quebec Cartier Alcos, but as we were editing the manuscript for print we came up with some technical problems that couldn't be quickly resolved and had to postpone the feature for the time being. We'll get back to it at the earliest opportunity — you didn't want to visit northern Quebec in the winter, anyhow, did you? — J.B.

The O. Winston Link trial

On August 20, 1996, the Westchester County Superior Court in White Plains, N.Y., sentenced Conchita Link to "6⅓ to 20 years" in prison for stealing more than $1 million in photographs and other railroad items from well-known photographer and ex-husband O. Winston Link. In 1993 Winston won a civil case that included a divorce, when it was found that Conchita had been spreading rumors that he had Alzheimer's disease, that she had been meddling in his photography business in contempt of a previous court order and that she had taken roughly 1400 photographs as well as parts from Winston's CPR 4-6-0 453 and several other items (May 1994 R&R,

page 6). Worst of all, she was going out of her way to aggravate him, "in hopes of me dying from a heart attack," Winston testified. After the civil/divorce trial, Conchita was immediately incarcerated until she returned Winston's material. But due to a paperwork mix-up she was accidentally released.

The testimonies during the divorce trial led district attorney Ken Citarella to think that criminal charges and a lengthy sentence may convince her to return the items. But as of the August 20, 1996, sentencing, very little of Winston's belongings have shown up. At age 81 Winston has remained very calm and optimistic during the legal ordeals.

Since the 1993 divorce trial Winston has been busy getting his life back together. After heart bypass and cataract surgery, he worked hard to make the prints to complete *The Last Steam Railroad in America*, which was published by Harry N. Abrams in 1995, while he was still continuing to appear at photographic exhibitions around the U.S. Demand for Link prints has increased tremendously owing to all the publicity surrounding his legal difficulties, and his assistant from the N&W days, Tom Garver, has been running the photography business. However, the increased print sales are offset by the heavy legal bills.

Meanwhile, the district attorney says he'll prosecute anyone caught with any of Winston's missing items in hopes of finding the stash. In addition to the 1400 N&W prints (Winston has those negatives), the missing items include some of his pre-N&W negatives of the Long Island, CNJ and the Huey P. Long bridge in New Orleans. Also missing are his 16mm color films of the N&W era, some of the sound recordings and his related notebooks, plus locomotive parts and some other items from his railroad hardware collection.

Winston continues to make N&W prints almost constantly to fill orders, and he's begun to print some of his older material with an eye of maybe another book. Winston is also exploring the possibility of releasing some of his records on compact disc, but in the original record sleeves. And when Winston and I talked over the phone on August 23, he was expecting a visit from the London (England) *Sunday Times* which did their last big story about him in 1983.

Meanwhile, back in February the State of Virginia House of Delegates passed a formal resolution acknowledging Winston's work and photography as preserving an important part of state's history. His first book *Steam, Steel & Stars* is now available in paperback ($19.95) and *The Last Steam Railroad in America* in hardcover ($49.50) is now in its second printing; these books and a 1997 calendar from publisher Harry N. Abrams are available in book stores, and we'll carry them in our BOOK DEPOT shortly.

Winston is healthy, and his outlook is still bright. The legend continues — M.D.

The plural apostrophe

Apostrophes and locomotive models and numbers drive me nuts. Every English professor and self-appointed guardian of The Language has a different opinion as to what the Absolute Truth is in how they are used. One says don't use them at all, others say use them everywhere. Some say it makes a number "possessive."

The object is clarity and consistency, so here's the way we are dealing with it in R&R: we use an apostrophe when the plural "s" follows a letter (like Dash 8-40CW's) but omit it when the "s" follows a number (like GP30s). Sometimes clarity and simplicity get complicated — J.B.

Presidential Pullmans

The bane of every writer is the nit-picker, and we hear from our share. So it's only fair that we get to return the gesture. Our victim is J. Scott Orr of the Newark *Star Ledger*, the largest newspaper in New Jersey, who wrote a story in the August 22, 1996, edition about President Clinton's campaign train which, at our press time, was scheduled to have John Marshal's M-K-T business car 403 in it. This classy car spent the summer of 1995 at Steamtown with Milwaukee Road 4-8-4 261, and its historic significance is that President Harry S. Truman used it for part of his 1948 campaign.

The story mentioned many Presidents who campaigned by rail, but it didn't mention Truman or the Katy 403, which the writer may not have known about. Orr wrapped up by saying that Franklin Delano Roosevelt was the president most associated with rail travel, and that he worked in "his private car the *Marco Polo*."

Of course, we railfans all know that FDR is most associated with the armor-plated Pullman *Ferdinand Magellan*, which he had rebuilt in 1942. FDR used it extensively for his travel and for the 1944 campaign, and it was also used by several successor Presidents. The *Marco Polo* was a Pullman car that FDR used only occasionally beginning in 1936, but he appeared to have never used it once he commissioned "U.S. Car No.1," the *Ferdinand Magellan*.

So, maybe Mr. Orr could have mentioned the more appropriate Pullman when referring to Roosevelt. And who was Marco Polo anyhow — wasn't he the explorer who discover dining car China?

Now, if President Clinton's re-election committee would have asked us about a campaign train of Democratic demographics, in addition to Katy 403 (Truman) we would would have told them about the *Ferdinand Magellan* (nearly serviceable at the Gold Coast Railroad Museum) and Pennsylvania Railroad 120 used by John F. Kennedy (now owned by Bennett Levin of Philadelphia, it never looked better!) — M.D.

R&R's new look

You'll notice some changes with this issue that we hope you'll like — relax, this isn't a mad scramble to become RAILFAN LITE or go meaningless mod. Ever since it was created in November 1974 as RAILFAN, our magazine has been printed on the same press at the huge Spartan Printing Company facility in Sparta, Illinois. Beginning with the April 1996 issue, however, we moved production over to the new Quebecor Printing Company plant in Nashville, Tennessee — within sight of the old L&N Radnor Yard.

Taking advantage of the differences between the two printing plants, we have been able to redistribute the magazine's color pages to get rid of the "nothing ahead of the staples" editorial configuration that color impositions and production costs had previously mandated. You can see the change in this issue.

We decided to take advantage of the page rearrangement to introduce some newly designed column heads — something I'd

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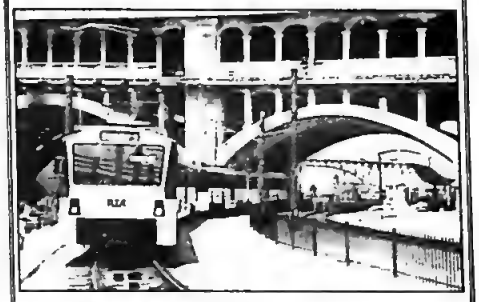

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August 1996

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- PHOENIX FAREWELL– Final visits of the "SUNSET"
- Training session at Dolton Tower
- Morristown & Erie, plus Whippany Museum
- Portugese Narrow– Trolleys of Lisbon
- New Zealand's Taieri Gorge Railway, plus the "Chunnel"; C&IM is now I&M; 614 at the NH&I; "GENERAL" visits St. Louis in 1962; Steam crane rescues diesel crane and more short items.

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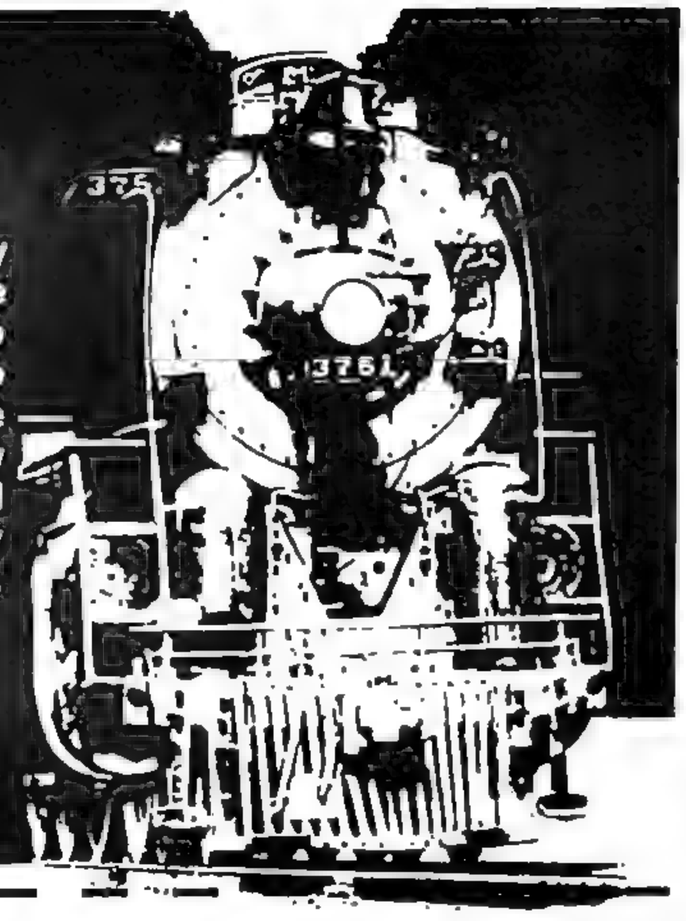

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been wanting to do for some time but never quite got around to. Mike Del Vecchio came up with the idea for the design we settled on, incorporating some computer-generated elements in combination with our traditional artwork graphics.

We've had a few "teething troubles" with the new plant and our all-electronic desktop publishing conversion, but we're working the bugs out as they pop up. The latest trick we discovered was the intermittent foul-ups in the "Symbol" type font that creates the inch marks and multiplication signs in things like 8½"×11." Apparently one of four set-up computers at the printing plant has a different Symbol font, because we've been getting some real weird stuff without warning, and sometimes it doesn't show up on our proofs (see the middle of Hal's column on page 5 of the October '96 issue for an example). We've also had a problem of the text type "running" and dropping off the page or off the end of captions. We're watching that like a hawk, but occasionally it will get by in the rush of deadline.

After being on computers for a couple of years now (PC's with QuarkXPress), we're finally getting comfortable with the technology and are beginning to have fun exploring the almost limitless potential they offer. Meanwhile, we'll continue to put out the same kind of content that you've come to expect and — we hope — appreciate. The new color format will make that job easier for us and more entertaining for you.

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RAILNEWS

TWO ALCO PA KODACHROMES: STEPHANE ERIC BISSON

THE D&H ALCO PA's ARE IN TWO MUSEUMS in Mexico. DH-19 has been painted in the traditional NdeM red and brown colors, a scheme it never wore in Mexican service. The unit was photographed at the Mexican National Railway Museum (**above**) in Puebla on March 11, 1996. The DH-19 was restored in 1989 by the Empalme Shops and painted in FNM's two-tone blue and orange paint scheme for regular service. Within a year the railroad donated the 19 to MNRM, and by then it had a two-tone blue and orange warbonnet design (June 1992 R&R, page 74). With DH-19 grabbed for the museum, the Empalme Shops restored sister PA DH-17 in 1991, and in 1992 added an SP *Daylight* livery. It was donated to the Federal Electric Commission Museum in Chapultepec Park in Mexico City where it resides with Centennial 6911 (**right**), donated by UP in the 1980s. Both PA's are operable and owe their restorations to chief mechanical officer Cesar Romero and FCP's Empalme, Sonora, shops.

FUJICHROME: STEPHEN MILLER

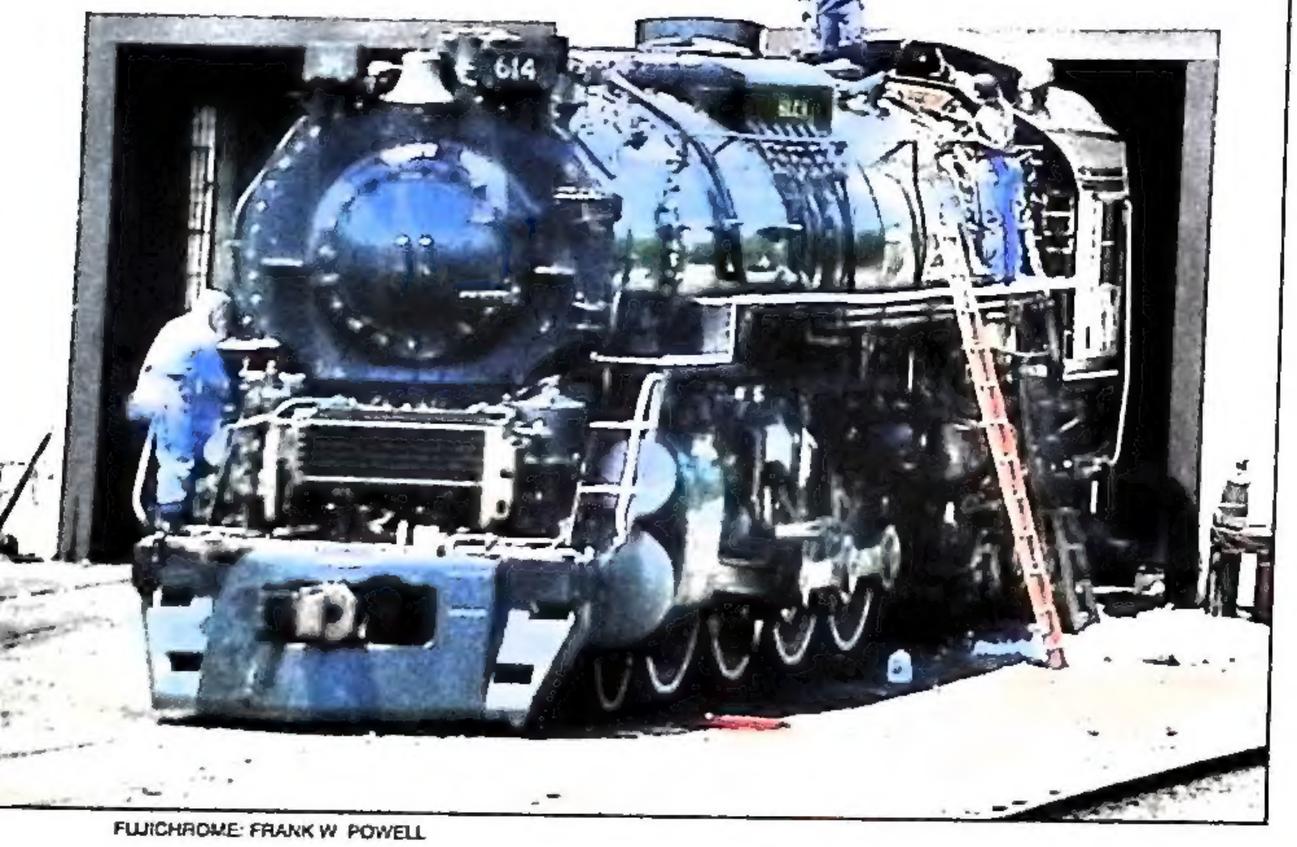
PRESERVED AUSTRALIAN CABS were on display at the Enfield Locomotive Maintenance Centre in Sydney, New South Wales, on June 22 (**left**). Lined up were Commonwealth Railways GM3; the 4201, one of the first GM diesels in NSW and painted for the NSW railway's 125th anniversary in 1980, and Alco 4306, built in Broadmeadows, NSW, by Goninans. The three units are operable.

THE CHOMUTOV ROUNDHOUSE in the Czech Republic was full of live steam during a *Plandampf* from May 3-5, 1996. A 2-8-0, 4-8-4T, 4-8-2 and three-cylinder 4-6-2 were simmering in the house each night (**below**). See RAILNEWS.

KODACHROME: JIM HERRON

KODACHROME: STEVE BROWN

MILWAUKEE ROAD 4-8-4 261 was running through Minneapolis over BNSF on July 6, 1996, for the Minnesota Heritage Festival. Between July 4th and 7th, North Star Rail's star peformer made eight trips between the Twin Cities on former Great Northern tracks.



FUJICHROME: FRANK W. POWELL

CHESAPEAKE & OHIO 4-8-4 614 was being readied at New Hope, Pennsylvania, on July 6, 1996, (**left**) for a series of trips sponsored by Ross Rowland's Iron Horse Enterprises over New Jersey Transit. The Greenbrier is scheduled to pull six 23-car excursions from Hoboken, N.J., to Port Jervis, N.Y., on three October weekends. See TIMETABLE.

TWO KODACHROMES: F.J. AHEARN

CHESAPEAKE & OHIO 2-8-4 2716 powered eight sold-out trips for the Logansport, Indiana, "Iron Horse Festival" on July 20-21, 1996. The trips to Burnettsville over the Toledo, Peoria & Western featured 2716 on the west end of the train (**left**) with TP&W F7 1500 leading the eastbound moves (**above**). The Kanawha is owned by the Kentucky Railway Museum and leased and operated by the Ft. Wayne Railroad Historical Society. The Festival trips marked the first time 2716 pulled a passenger train since it ran for the Southern Railway in 1981. During the week prior to the Festival the 1943 Alco made a few break-in runs in TP&W freight service. At press time there were no further operations planned for the remainder of 1996.

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